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TITLE 3—THE PRESIDENT

EXECUTIVE ORDER 10502

SUSPENDING CERTAIN STATUTORY PROVISIONS RELATING TO EMPLOYMENT IN THE CANAL ZONE

By virtue of the authority vested in me by section 103 of the Civil Functions Appropriations Act, 1954 (Public Law 153, 83d Congress), and section 615 of the Department of Defense Appropriation Act, 1954 (Public Law 179, 83d Congress), relating to certain kinds of employment in the Canal Zone, and deeming such course to be in the public interest, I hereby suspend, from and including the effective date of the said acts, compliance with the provisions of the said sections: *Provided*, that this suspension shall not be construed to affect the provisions of the said sections relating to the amount of compensation that may be received by persons employed in skilled, technical, clerical, administrative, executive or supervisory positions on the Canal Zone directly or indirectly by any branch of the United States Government or by any corporation or company the stock of which is owned wholly or in part by the United States Government.

DWIGHT D. EISENHOWER

THE WHITE HOUSE,
December 1, 1953.

[F. R. Doc. 53-10168; Filed, Dec. 1, 1953; 3:38 p. m.]

EXECUTIVE ORDER 10503

AMENDMENT OF EXECUTIVE ORDER NO. 10011,[1] AS AMENDED, AUTHORIZING THE SECRETARY OF STATE TO EXERCISE CERTAIN POWERS OF THE PRESIDENT WITH RESPECT TO THE GRANTING OF ALLOWANCES AND ALLOTMENTS TO GOVERNMENT PERSONNEL ON FOREIGN DUTY

By virtue of the authority vested in me by section 301 of title 3 of the United States Code (65 Stat. 713), it is ordered that section 1(d) of Executive Order No. 10011 as last amended by Executive Order No. 10391 of September 3, 1952, authorizing the Secretary of State to exercise certain powers of the President with respect to the granting of allowances and allotments to Government personnel on foreign duty, be, and it is hereby, amended to read as follows:

"(d) The authority vested in the President by section 1303 of the Supplemental Appropriation Act, 1954 (Public Law 207, 83rd Congress), or by any reenactment of the provisions of such section, and by section 302 of the United States Information and Educational Exchange Act of 1948 (62 Stat. 8) to prescribe, with respect to civilian officers and employees of the Government, regulations governing living-quarters allowances, cost-of-living allowances, and representation allowances in accordance with, or similar to, such allowances authorized by the said act of June 26, 1930, or the said section 901 of the Foreign Service Act of 1946.

This order shall be effective as of July 1, 1953.

DWIGHT D. EISENHOWER

THE WHITE HOUSE,
December 1, 1953.

[F. R. Doc. 53-10169; Filed, Dec. 1, 1953; 3:38 p. m.]

[1] 3 CFR 1948 Supp.; 13 F. R. 6263.

EXECUTIVE ORDER 10504

TRANSFERRING CERTAIN FUNCTIONS, POWERS, AND DUTIES TO THE SMALL BUSINESS ADMINISTRATION

By virtue of the authority vested in me by section 218 of the Small Business Act of 1953 (Title II, Public Law 163, 83rd Congress; 67 Stat. 232, 239), and as President of the United States, it is ordered as follows:

SECTION 1. There are hereby transferred and assigned to the Small Business Administrator all functions, powers, and duties of the Small Defense Plants Administration, its Administrator, and other officers, relating to the liquidation of the Small Defense Plants Administration, including, without limiting the generality of the foregoing, all remaining functions, powers, and duties with respect to (a) contracts entered into pursuant to subdivisions (B), (C), and (D) of section 714 (b) (1) of the Defense Production Act of 1950, as amended; (b) certificates of competency issued pursu-

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FEDERAL REGISTER

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ant to section 714 (e) (6) and section 714 (f) (1) of the said act; and (c) payment of obligations incurred against any appropriation or fund made available to the Small Defense Plants Administration.

SEC. 2. The said functions, powers, and duties shall be administered by the Small Business Administrator or, subject to his direction and control, by such officers and employees of the Small Business Administration as he shall designate.

SEC. 3. There shall be transferred to the Small Business Administration the records, property, and unexpended balances of appropriations and other funds of the Small Defense Plants Administration which relate to the functions, powers, and duties transferred and assigned by section 1 of this order.

SEC. 4. This order shall become effective at the close of business on November 30, 1953.

DWIGHT D. EISENHOWER

THE WHITE HOUSE,
December 1, 1953.

[F. R. Doc. 53-10170; Filed, Dec. 1, 1953; 3:38 p. m.]

RULES AND REGULATIONS

TITLE 5—ADMINISTRATIVE PERSONNEL

Chapter I—Civil Service Commission

PART 6—EXCEPTIONS FROM THE COMPETITIVE SERVICE

POST OFFICE DEPARTMENT

Effective upon publication in the FEDERAL REGISTER, the position listed below is added to § 6.309.

§ 6.309 *Post Office Department.* * * *

(d) *Bureau of Personnel.* (1) Confidential assistant to the Assistant Postmaster General.

(R. S. 1753, sec. 2, 22 Stat. 403; 5 U. S. C. 631, 633. E. O. 10440, March 31, 1953, 18 F. R. 1823)

UNITED STATES CIVIL SERVICE COMMISSION,
[SEAL] WM. C. HULL,
Executive Assistant.

[F. R. Doc. 53-10109; Filed, Dec. 2, 1953; 8:51 a. m.]

TITLE 6—AGRICULTURAL CREDIT

Chapter I—Farm Credit Administration, Department of Agriculture

Subchapter B—Federal Farm Loan System

PART 10—FEDERAL LAND BANKS GENERALLY

BONDS

Part 10 of Title 6 of the Code of Federal Regulations (18 F. R. 4779) is hereby amended to include three new sections: § 10.294a *Exchanges and assignments of consolidated bonds,* § 10.294b *Basis of relief on account of lost, stolen, destroyed, mutilated or defaced consolidated bonds or coupons,* and § 10.294c *Claims and proof for lost, stolen, destroyed, mutilated or defaced consolidated bonds or coupons;* and §§ 10.295 and 10.296 thereof are hereby amended, so that such §§ 10.294a, 10.294b, 10.294c, 10.295 and 10.296 shall read as follows:

§ 10.294a *Exchanges and assignments of consolidated bonds.* Consolidated bonds issued by the 12 Federal land banks may be exchanged for bonds of the same issue, and assignments of registered consolidated bonds of all issues may be effected, under and in accordance with the regulations of the United States Treasury Department governing exchanges and transfers of United States bonds.

§ 10.294b *Basis of relief on account of lost, stolen, destroyed, mutilated or defaced consolidated bonds or coupons.* The statutes of the United States, now or hereafter in force, and the regulations of the Treasury Department, now or hereafter in force, governing relief on account of the loss, theft, destruction, mutilation, or defacement of United States securities, and the regulations of the Treasury Department, now or hereafter in force, governing the payment of mutilated or defaced coupons of United States securities, so far as such statutes and regulations may be applicable, and as modified to relate to consolidated Federal farm loan bonds, and coupons of such bonds, shall govern the granting of relief on account of lost, stolen, destroyed, mutilated, or defaced consolidated Federal farm loan bonds, and mutilated or defaced coupons of such bonds.

§ 10.294c *Claims and proof for lost, stolen, destroyed, mutilated or defaced consolidated bonds or coupons.* Claims shall be presented, and proof shall be made, by applicants for relief on account of the loss, theft, destruction, mutilation, or defacement of consolidated Federal farm loan bonds, and the mutilation or defacement of coupons of such bonds, in accordance with the statutes of the United States, now or hereafter in force, and the regulations of the Treasury Department, now or hereafter in force, with respect to securities of the United States, and coupons of such securities.

§ 10.295 *Payment of lost or stolen bonds and coupons issued by a bank individually.* Whenever it appears by clear and satisfactory evidence that any interest-bearing bond or any coupon thereof issued by any Federal land bank has, without bad faith on the part of the owner, been lost, stolen, or destroyed, and is not lawfully held by any person as his own property, or has been so mutilated or defaced as to impair its value to the owner, and is identified by number and description, the bank of issue may make payment (upon approval of the proofs of loss, etc., bonds of indemnity and related papers filed with the banks of issue in such cases, detailed information as to which has been furnished the banks) without requiring the issuance of any new bonds for record purposes.

§ 10.296 *Owner of lost bond to file bond of indemnity.* The owner of any

such lost, stolen, or destroyed bond or coupon shall file with the bank of issue a bond of indemnity in a penal sum equal to the face amount of the bond or coupon, plus an amount sufficient to protect the bank from any loss on account of interest which may be payable on such lost, stolen, or destroyed bond. A corporate surety to be approved by the bank of issue shall be required for the bond of indemnity when the penal sum exceeds $50.

(Sec. 20, 39 Stat. 377; 12 U. S. C. 862)

[SEAL] CARL COLVIN,
Acting Land Bank Commissioner.

[F. R. Doc. 53-10131; Filed, Dec. 2, 1953; 8:57 a. m.]

TITLE 7—AGRICULTURE

Chapter I—Production and Marketing Administration (Standards, Inspections, Marketing Practices), Department of Agriculture

PART 52—PROCESSED FRUITS AND VEGETABLES, PROCESSED PRODUCTS THEREOF, AND CERTAIN OTHER PROCESSED FOOD PRODUCTS

SUBPART B—UNITED STATES STANDARDS

GRADES OF FROZEN CONCENTRATE FOR LEMONADE

In F. R. Doc. 53-9717, the issue for Wednesday, November 18, 1953, the following correction has been made:

In § 52.418, paragraph (d), subparagraph (3) *Flavor*, subdivision (i), page 7293, change "a score of 50 to 60 points" in line four (4) to read "a score of 51 to 60 points", and in the table for paragraph (h) on page 7294, change each parenthetical reference of "(C)" to "(B)."

Done at Washington, D. C., this 30th day of November 1953.

[SEAL] GEORGE A. DICE,
Deputy Administrator, Production and Marketing Administration.

[F. R. Doc. 53-10132; Filed, Dec. 2, 1953; 8:57 a. m.]

PART 52—PROCESSED FRUITS AND VEGETABLES, PROCESSED PRODUCTS THEREOF, AND CERTAIN OTHER PROCESSED FOOD PRODUCTS

SUBPART B—UNITED STATES STANDARDS

GRADES OF CANNED CONCENTRATED ORANGE JUICE

In F. R. Doc. 53-9547, appearing at page 7156 of the issue for Wednesday, November 11, 1953, § 52.491, paragraph (h) *Score sheet for canned concentrated orange juice*, insert as the seventh line the following addition:

Style ( ) I; ( ) II _____: _____

Done at Washington, D. C., this 30th day of November 1953.

[SEAL] GEORGE A. DICE,
Deputy Administrator, Production and Marketing Administration.

[F. R. Doc. 53-10183; Filed, Dec. 2, 1953; 8:56 a. m.]

TITLE 8—ALIENS AND NATIONALITY

Chapter I—Immigration and Naturalization Service, Department of Justice

Subchapter B—Immigration Regulations

PART 212—DOCUMENTARY REQUIREMENTS FOR NONIMMIGRANT: ADMISSION OF CERTAIN INADMISSIBLE ALIENS; PAROLE

WAIVER OF DOCUMENTARY REQUIREMENTS

Paragraph (f) of § 212.3 of Chapter I of Title 8 of the Code of Federal Regulations is amended and a new paragraph (h) is added to that section to read, when taken with the introductory material, as follows:

§ 212.3 *Nonimmigrants not required to present passports, visas, or border-crossing identification cards.* The provisions of section 212 (a) (26) of the Immigration and Nationality Act and of this chapter relating to the requirement of passports, visas, and border-crossing identification cards for nonimmigrants, have been waived by the Secretary of State and the Attorney General, acting jointly in pursuance of the authority contained in section 212 (d) (4) of the Immigration and Nationality Act, in the cases of aliens (including alien crewmen) who fall within any of the following-described categories and who are otherwise qualified for admission as nonimmigrants under the applicable provisions of the immigration laws:

* * * * *

(f) An alien not within the purview of paragraph (e) of this section who is being transported in immediate and continuous transit through the United States without stopover from one foreign place to another in accordance with the terms of a contract, including a bonding agreement, entered into by a transportation line and the Attorney General under the provisions of section 238 (d) of the Immigration and Nationality Act, to insure such immediate and continuous transit through, and departure from, the United States en route to a specifically designated foreign country: *Provided*, That such alien is in possession of a travel document which is valid for his entry into a foreign country for a period of not less than 60 days after the date of immediate and continuous transit through the United States: *And provided further*, That at all times such alien is not aboard an aircraft which is in flight through the United States he shall be in the custody of an officer of the United States or, if the Attorney General finds that such custody is not practicable, in such other custody as the Attorney General may approve.

* * * * *

(h) A national of Cuba who is a crewman serving on board a Cuban military or naval aircraft and who makes application for admission into the United States in connection with his official duties.

(Sec. 103, 66 Stat. 173; 8 U. S. C. 1103)

NOTE: The record-keeping and reporting requirements of these regulations have been approved by the Bureau of the Budget in accordance with the Federal Reports Act of 1942.

This order shall become effective on the date of its publication in the FEDERAL REGISTER. Compliance with the provisions of section 4 of the Administrative Procedure Act (60 Stat. 238; 5 U. S. C. 1003) as to notice of proposed rule making and delayed effective date is unnecessary in this instance because the rules prescribed by the order relieve restrictions and are clearly advantageous to persons affected thereby.

Dated: November 23, 1953

HERBERT BROWNELL, Jr.,
Attorney General.

Recommended: November 5, 1953.

ARGYLE R. MACKEY,
Commissioner of Immigration and Naturalization.

[F. R. Doc. 53-10037; Filed, Dec. 2, 1953; 8:45 a. m.]

TITLE 16—COMMERCIAL PRACTICES

Chapter I—Federal Trade Commission

[Docket 5828]

PART 3—DIGEST OF CEASE AND DESIST ORDERS

HOLTITE MANUFACTURING CO. ET AL.

Subpart—*Discriminating in price under section 2, Clayton Act, as amended*—Price discrimination under 2 (a): § 3.715 *Charges and price differentials;* § 3.770 *Quantity rebates or discounts;* § 3.785 *Terms and conditions.* In connection with the sale of leather and rubber heels and soles, leather and rubber shoe repair materials and other products known commercially as findings, such as shoe polish, saddle soap, nails, laces, heel plates and shoe machinery, in commerce; and on the part of respondent corporations, their officers, etc.; certain respondents, individually, and as officers of said corporations, their representatives, etc.; respondent Klinger, doing business as A. Leveton Company, his agents, etc.; and six respondents, individually and as partners, doing business as Reick, Langendorf and Company, their representatives, etc.; severally, jointly, or with any other individual, firm or corporation, directly or indirectly, discriminating in price between different purchasers of said products by selling products of like grade and quality to any purchaser at prices lower than those granted other purchasers who in fact compete, or whose customers compete, with the favored purchaser or purchasers, in the resale or distribution of such products; prohibited, subject to the provision that for the purpose of comparison, the term "price" as used in the order takes into account discounts, volume or otherwise, rebates, allowances and other terms and conditions of sale.

(Sec. 6, 38 Stat. 722; 15 U. S. C. 46. Interpret or apply sec. 2, 38 Stat. 730, as amended; 15 U. S. C. 13) [Cease and desist order, Holtite Manufacturing Company et al., Baltimore, Md., Docket 5828, October 22, 1953]

In the Matter of Holtite Manufacturing Company, a Corporation; Morris Eisen, President, Larry L. Esterson, Vice-President, Albert A. Esterson, Secretary-Treasurer, Individually and as Officers of Holtite Manufacturing Company; Cat's Paw Rubber Company, Inc., a Corporation; Albert A. Esterson, President, Larry L. Esterson, Vice-President, and Morris Eisen, Secretary-Treasurer, Individually and as Officers of Cat's Paw Rubber Company, Inc.; Jack Klinger, Doing Business as A. Leveton Company; K. Kaplan Sons and Company, a Corporation; Rudolph E. Kaplan, President, Eli E. Kaplan, Secretary-Treasurer, Individually and as Officers of K. Kaplan Sons and Company; and Rudolph E. Kaplan, Eli E. Kaplan, I. Gilbert Kaplan, Sidney Kaplan, Rubin Chupack, and Edwin Kardon, Doing Business as Reick, Langendorf and Company, a Partnership

This proceeding was heard by Frank Hier, Hearing Examiner, upon the complaint of the Commission, answer of certain respondents, and substituted amended answers of the other respondents, in which answer and substituted amended answers, said various respondents admitted all the material allegations of the complaint and waived all intervening procedure and further hearing as to the facts.

Thereafter the proceeding regularly came on for final consideration by said examiner on the complaint, answer and amended answers thereto, and said examiner, having duly considered the record in the matter, made his initial decision comprising certain findings as to the facts,[1] conclusion drawn therefrom,[1] and order to cease and desist.

Thereafter, following respondents' appeal from said initial decision, the matter was disposed of by the Commission's "Order Denying Respondents' Appeal from Initial Decision; Decision of the Commission and Order to File Report of Compliance", dated October 30, 1953, as follows:

This matter came on to be heard by the Federal Trade Commission upon an appeal by all of the respondents herein with the exception of Jack Klinger from the initial decision of the hearing examiner, briefs in support of and in opposition to said appeal and oral argument thereon, an order granting leave to respondents to show cause why the form of order contained in the initial decision should not be entered as the order to cease and desist of the Commission, respondents' objections stated in answer to said order to show cause, and answer of counsel supporting complaint in opposition to said objections.

The record herein consists of a complaint and respondents' answers admitting all of the material allegations of fact. These answers were filed by respondents after an agreement had been reached between them and counsel supporting the complaint as to the form of proposed order which would be urged by all counsel. It was clearly understood, however, that the Commission was not bound to issue its order to cease and desist in the form proposed. The hearing examiner in his initial decision varied from the form of the proposed order by omitting from its provisos which, in effect, state that the defenses of cost justification and of meeting the equally low price of a competitor are available to respondents under the order. Respondents appealed from this initial decision on the ground that the exclusion of these provisos took from them substantial rights to which they are entitled. Further objection was made to the entry of any order to cease and desist herein prior to disposition by the Commission of the cases in Docket Nos. 6042, 6043, 6044 and 6045, involving competitors' pricing practices.

Respondents' contention that the omission of the provisos from the order is erroneous is of no merit. The Supreme Court of the United States in Federal Trade Commission v. The Ruberoid Co., 343 U. S. 470 (1952) stated that such provisos are necessarily implicit in every such order of the Commission. However, as stated by that court, the implicit availability of these defenses does not allow respondents to relitigate issues already decided by the proceeding before the Commission which resulted in the order to cease and desist. Thus, the only difference between the proposed order and the order adopted by the hearing examiner is that the proposed order would allow respondents to relitigate on the questions of meeting competition and cost justification in a proceeding for violation of the order on the same facts as considered herein. The Commission is of the opinion that the order contained in the initial decision provides the more adequate relief from the complained of practices and is proper in all respects.

As to respondents' contention that no order should be issued herein until its disposition of the cases in Docket Nos. 6042, 6043, 6044 and 6045 involving competitors' pricing practices, the Commission, on August 5, 1953, issued its decision accepting a consent settlement containing an order to cease and desist in each of these cases. The basis for this objection, therefore, has been eliminated.

The Commission, therefore, being of the opinion that respondents' grounds for appeal are of no merit and that the initial decision of the hearing examiner is appropriate in all respects to dispose of this proceeding:

It is ordered, That respondents' appeal from the initial decision of the hearing examiner be, and it hereby is, denied.

It is further ordered, That the initial decision of the hearing examiner shall, on the 22d day of October 1953, become the decision of the Commission.

It is further ordered, That the respondents shall within sixty (60) days after service upon them of this order, file with the Commission a report in writing setting forth in detail the manner and form in which they have complied with the order to cease and desist contained in said initial decision, a copy of which is attached hereto.[1]

The order in said initial decision, thus made the decision of the Commission, is as follows:

It is ordered, That respondents Holtite Manufacturing Company, a corporation, Cat's Paw Rubber Company, Inc., a corporation, K. Kaplan Sons and Company, a corporation, their officers, agents, representatives and employees, respondents Morris Eisen, Larry L. Esterson, Albert A. Esterson, Rudolph E. Kaplan and Eli E. Kaplan, individually and as officers of the named corporations, their representatives, employees and agents, respondent Jack Klinger, doing business as A. Leveton Company, or under any other name, his agents, employees and representatives, and respondents Rudolph E. Kaplan, Eli E. Kaplan, I. Gilbert Kaplan, Sidney Kaplan, Rubin Chupack and Edwin Kardon, individually and as partners doing business under the name of Reick, Langendorf and Company, a partnership, or under any other partnership or firm name, their representatives, agents and employees, directly or through any corporate or other device, in connection with the sale of leather and rubber heels and soles, leather and rubber shoe repair materials and other products known commercially as findings, such as shoe polish, saddle soap, nails, laces, heel plates and shoe machinery, in commerce, as "commerce" is defined in the aforesaid Clayton Act, do forthwith cease and desist, severally, jointly or with any other individual, firm or corporation, directly or indirectly, from discriminating in price between different purchasers of said products by selling products of like grade and quality to any purchaser at prices lower than those granted other purchasers who in fact compete, or whose customers compete, with the favored purchaser or purchasers, in the resale or distribution of such products.

For the purpose of comparison, the term "price" as used in this order takes into account discounts, volume or otherwise, rebates, allowances and other terms and conditions of sale.

Issued: October 30, 1953.

[SEAL] ALEX AKERMAN, Jr., *Secretary.*

[F. R. Doc. 53-10097; Filed, Dec. 2, 1953; 8:48 a. m.]

[Docket 6114]

PART 3—DIGEST OF CEASE AND DESIST ORDERS

SAXONY WOOL CORPORATION OF NEW YORK ET AL.

Subpart—*Misbranding or mislabeling:* § 3.1190 *Composition; Wool Products Labeling Act;* § 3.1325 *Source or origin—Maker or seller—Wool Products Labeling Act.* Subpart—*Neglecting, unfairly or deceptively, to make material disclosure:* § 3.1845 *Composition—Wool products Labeling Act;* § 3.1900 *Source or origin—Wool Products Labeling Act.* In connection with the introduction or manufacture for introduction into commerce, or the offering for sale, sale, transporta-

[1] Filed as part of the original document.

tion or distribution, in commerce, of fibrous stocks, or other "wool products" as such products are defined in and subject to the Wool Products Labeling Act of 1939, which products contain, purport to contain or in any way are represented as containing "wool", "reprocessed wool", or "reused wool", as those terms are defined in said act, misbranding said products by: (1) Falsely or deceptively stamping, tagging, labeling or otherwise identifying such products as to the character or amount of the constituent fibers included therein; (2) failing to securely affix to or place on each such product a stamp, tag, label, or other means of identification showing in a clear and conspicuous manner: (a) The percentage of the total fiber weight of such wool product, exclusive of ornamentation not exceeding five percentum of said total fiber weight, of (1) wool, (2) reprocessed wool, (3) reused wool, (4) each fiber other than wool where said percentage by weight of such fiber is five percentum or more, and (5) the aggregate of all other fibers; (b) the maximum percentage of the total weight of such wool product of any nonfibrous loading, filling or adulterating matter; (c) the name or the registered identification number of the manufacturer of such wool product or of one or more persons engaged in introducing such wool product into commerce, or in the offering for sale, sale, transportation, distribution, or delivery for shipment thereof, in commerce, as "commerce" is defined in the Wool Products Labeling Act of 1939; (3) falsely or deceptively stamping, tagging, labeling or otherwise identifying such products as containing hair or fleece of the Cashmere goat when such is not the fact; and (4) stamping, tagging, labeling or otherwise identifying such products as containing the hair or fleece of the Cashmere goat without setting out in a clear and conspicuous manner on each such stamp, tag, label or other identification the percentage of such cashmere therein; prohibited, subject to the proviso, however, that the foregoing provisions concerning misbranding shall not be construed to prohibit acts permitted by paragraphs (a) and (b) of section 3 of the Wool Products Labeling Act of 1939; and to the further provision that nothing contained in the order shall be construed as limiting any applicable provisions of said act or the Rules and Regulations promulgated thereunder.

(Sec. 6, 38 Stat. 722, sec. 6, 54 Stat. 1131; 15 U. S. C. 46, 68d. Interpret or apply sec. 5, 38 Stat. 719, as amended, secs. 2–5, 54 Stat. 1128–1130; 15 U. S. C. 45, 68–68c) [Cease and desist order, Saxony Wool Corporation of New York et al., New York, N. Y., Docket 6114, October 29, 1953.]

In the Matter of Saxony Wool Corporation of New York, a Corporation, and Ralph Rubinger and Ann Rivlin, Individually

This proceeding was instituted by complaint which charged respondents with the use of unfair and deceptive acts and practices in violation of the provisions of the Federal Trade Commission Act and the Wool Products Labeling Act of 1939.

It was disposed of, as announced by the Commission's "Notice" dated November 2, 1953, through the consent settlement procedure provided in Rule V of the Commission's rules of practice as follows:

The consent settlement tendered by the parties in this proceeding, a copy of which is served herewith,[1] was accepted by the Commission on October 29, 1953, and ordered entered of record as the Commission's findings as to the facts, conclusion, and order in disposition of this proceeding.

The time for filing report of compliance pursuant to the aforesaid order runs from the date of service hereof.

Said order, including order to cease and desist, and order of dismissal as to a certain respondent, thus entered of record, following the findings as to the facts[1] and conclusion,[1] reads as follows:

It is ordered, That the respondents, Saxony Wool Corporation of New York, a corporation, and its officers, and Ralph Rubinger individually, and respondents' respective representatives, agents and employees, directly or through any corporate or other device, in connection with the introduction or manufacture for introduction into commerce, or the offering for sale, sale, transportation or distribution, in commerce, as "commerce" is defined in the Federal Trade Commission Act and the Wool Products Labeling Act of 1939, of fibrous stocks, or other "wool products" as such products are defined in and subject to the Wool Products Labeling Act of 1939, which products contain, purport to contain or in any way are represented as containing "wool," "reprocessed wool" or "reused wool," as those terms are defined in said act, do forthwith cease and desist from misbranding such products by:

1. Falsely or deceptively stamping, tagging, labeling or otherwise identifying such products as to the character or amount of the constituent fibers included therein;

2. Failing to securely affix to or place on each such product a stamp, tag, label, or other means of identification showing in a clear and conspicuous manner:

(a) The percentage of the total fiber weight of such wool product, exclusive of ornamentation not exceeding five percentum of said total fiber weight, of (1) wool, (2) reprocessed wool, (3) reused wool, (4) each fiber other than wool where said percentage by weight of such fiber is five percentum or more, and (5) the aggregate of all other fibers;

(b) The maximum percentage of the total weight of such wool product of any non-fibrous loading, filling or adulterating matter;

(c) The name or the registered identification number of the manufacturer of such wool product or of one or more persons engaged in introducing such wool product into commerce, or in the offering for sale, sale, transportation, distribution, or delivery for shipment thereof, in commerce, as "commerce" is defined in the Wool Products Labeling Act of 1939.

3. Falsely or deceptively stamping, tagging, labeling or otherwise identifying such products as containing hair or fleece of the Cashmere goat when such is not the fact;

4. Stamping, tagging, labeling or otherwise identifying such products as containing the hair or fleece of the Cashmere goat without setting out in a clear and conspicuous manner on each such stamp, tag, label or other identification the percentage of such cashmere therein.

Provided, That the foregoing provisions concerning misbranding shall not be construed to prohibit acts permitted by paragraphs (a) and (b) of section 3 of the Wool Products Labeling Act of 1939; *And provided further,* That nothing contained in this order shall be construed as limiting any applicable provisions of said act or the rules and regulations promulgated thereunder.

It is further ordered, That the complaint herein in so far as it relates to Ann Rivlin, individually, be, and the same is hereby dismissed, it being understood, however, that this action shall not be construed to prevent the application of this order to the said Ann Rivlin as an officer of the Saxony Wool Corporation of New York.

It is further ordered, That the respondents herein shall, within sixty (60) days after service upon them of this order, file with the Commission a report in writing setting forth in detail the manner and form in which they have complied with the order to cease and desist.

The foregoing consent settlement is hereby accepted by the Federal Trade Commission and entered of record on this 29th day of October 1953.

Issued: November 2, 1953.

By direction of the Commission.

[SEAL] ALEX. AKERMAN, Jr., *Secretary.*

[F. R. Doc. 53-10098; Filed, Dec. 2, 1953; 8:48 a. m.]

[1] Filed as part of the original document.

TITLE 21—FOOD AND DRUGS

Chapter I—Food and Drug Administration, Department of Health, Education, and Welfare

PART 146—CERTIFICATION OF BATCHES OF ANTIBIOTIC AND ANTIBIOTIC-CONTAINING DRUGS

EXEMPTING CERTAIN ANTIBIOTIC AND ANTIBIOTIC-CONTAINING DRUGS FROM CERTIFICATION

Under authority provided in the Federal Food, Drug, and Cosmetic Act (sec. 507 (c), 59 Stat. 463, as amended by 61 Stat. 11, 63 Stat. 409; 21 U. S. C. 357 (c); 67 Stat. 18), I find that the requirements of sections 502 (1) and 507 of the act with respect to penicillin troches, buffered crystalline penicillin, and bacitracin ointment which meet certain requirements and are used for certain conditions, are no longer necessary to insure safety and efficacy of such drugs when used in such manner, and hereby promul-

gate the following amendments exempting such drugs from the requirements:

1. Section 146.30 is amended by adding the following new paragraph:

§ 146.30 *Penicillin troches.* * * *

(f) *Exemption of penicillin troches from certification.* Penicillin troches that conform to the requirements of paragraphs (a), (b), and (c) of this section, except paragraph (c) (1) (iii), of this section, shall be exempt (unless they contain crystalline penicillin 0 or 1-ephenamine penicillin) from the requirements of sections 502 (l) and 507 of the act, if they comply with the following conditions:

(1) The outside wrapper or container and the immediate container bear an expiration date not more than 48 months after the month during which the batch was last assayed and released by the manufacturer; and

(2) The brochure, printed matter, and circular referred to in paragraph (c) (2) (iii) of this section bear information that the drug is for use only as a local treatment for Vincent's infection (Vincent's angina) and as an adjunct in pericoronitis and other superficial dental infections due to penicillin-sensitive organisms; and further, that such brochure, printed matter, and circular bear directions and warnings adequate for such use by practitioners licensed by law to administer such drug.

2. Section 146.37 is amended by adding the following new paragraph:

§ 146.37 *Buffered crystalline penicillin.* * * *

(f) *Exemption of buffered crystalline penicillin G from certification.* Buffered crystalline penicillin G that conforms to the requirements of this section shall be exempt from the requirements of sections 502 (l) and 507 of the act, if it complies with the following conditions:

(1) The outside wrapper or container and the immediate container bear an expiration date not more than 36 months after the month during which the batch was last assayed and released by the manufacturer; and

(2) It is intended for use by man and the brochure, printed matter, and the circular referred to in § 146.24 (c) (3) (iii) bear information that the drug is for use in the treatment of the following conditions; and further, that such brochure, printed matter, and circular bear directions and warnings adequate for such uses by practitioners licensed by law to administer such drug:

(i) Staphylococcic infections with and without bacteremia.

(ii) Hemolytic streptococcic infections including bacteremia.

(iii) Anaerobic streptococcic infections.

(iv) Pneumococcic infections.

(v) Gonococcic infections.

(vi) Syphilis.

(vii) Anthrax.

(viii) As an adjunct to specific antitoxin therapy for clostridial infections.

(ix) Bacterial endocarditis due to penicillin-sensitive organisms.

(x) Diphtheria, with antitoxin therapy.

(xi) Pulmonary suppuration due to penicillin-sensitive organisms.

(xii) Vincent's infection.

(xiii) Erysipeloid (swine erysipelas).

(xiv) Meningococcic infections.

(xv) For the prevention of possible secondary infection following tonsillectomy and tooth extraction in patients with a history of rheumatic fever or rheumatic heart disease, in congenital heart disease, and in other conditions in which secondary infection may occur; or

(3) It is intended solely for veterinary use and is conspicuously so labeled, and its labeling bears information that the drug is for use only in the treatment of one or more of the following conditions, and further, bears directions and warnings adequate for such use:

(i) Bovine mastitis caused by Streptococcus agalactiae.

(ii) Leptospirosis in dogs.

(iii) Osteomyelitis.

(iv) Peritonitis.

(v) Strangles of horses.

(vi) Equine pneumonia.

(vii) Early tetanus, with antitoxin therapy.

(viii) Calf pneumonia.

(ix) Calf diphtheria.

(x) Pyelonephritis in cattle.

(xi) Blackleg.

(xii) Malignant edema.

(xiii) Early anthrax.

(xiv) Metritis.

(xv) Bovine actinomycosis.

(xvi) Swine erysipelas in turkeys.

If such drug is represented for use as a treatment for mastitis, its labeling shall bear the statement, "Important: Milk from treated segments of udders should be discarded or used for purposes other than human consumption for at least 72 hours after the last treatment."

3. In § 146.60, the introduction to paragraph (a) is amended to read:

§ 146.60 *Penicillin-bacitracin troches.* (a) Penicillin-bacitracin troches conform to all the requirements prescribed by § 146.30 for penicillin troches, and are subject to all procedures prescribed by § 146.30 for penicillin troches, except paragraph (f) of that section, and except that:

4. Section 146.402 is amended by adding the following new paragraph:

§ 146.402 *Bacitracin ointment.* * * *

(f) *Exemption of bacitracin ointment from certification.* Bacitracin ointment that conforms to the requirements of paragraphs (a), (b), and (c) of this section, except paragraph (c) (1) (iv) of this section, shall be exempt (unless it is the powder preparation described in paragraph (a) or it contains an antifungal agent, rotenone, or cortisone acetate) from the requirements of sections 502 (l) and 507 of the act, if it complies with the following conditions:

(1) The outside wrapper or container and the immediate container bear an expiration date not more than 24 months after the month during which the batch was last assayed and released by the manufacturer; and

(2) It is intended for use by man and is packaged for ophthalmic use, or it contains one or more sulfonamides and the brochure, printed matter, and circular referred to in paragraph (c) (2) of this section bear information for use of the drug only in the local treatment of those superficial infections caused by bacitracin-sensitive organisms; and further, that such brochure, printed matter, and circular bear directions and warnings adequate for such use by practitioners licensed by law to administer such drug; or

(3) It is intended for use by man and it is not packaged for ophthalmic use nor contains one or more sulfonamides, or it is intended solely for veterinary use and is conspicuously so labeled; and its labeling bears information that the drug is for use only in the prevention of infection in minor cuts and abrasions and, further, bears directions adequate for such use by the laity and a statement that use of the drug should be discontinued and a physician (if it is for human use) or a veterinarian (if it is for veterinary use) consulted if signs of infection or irritation appear.

5. In § 146.407, the introduction to paragraph (a) is amended to read:

§ 146.407 *Bacitracin-tyrothricin ointment.* (a) Bacitracin-tyrothricin ointment conforms to all requirements prescribed by § 146.402 for bacitracin ointment, and is subject to all procedures prescribed by § 146.402 for bacitracin ointment, except paragraph (f) of that section, and except that:

6. In § 146.409, the introduction to paragraph (a) is amended to read:

§ 146.409 *Bacitracin-polymyxin ointment.* (a) Bacitracin-polymyxin ointment conforms to all requirements prescribed by § 146.402 for bacitracin ointment, and is subject to all procedures prescribed by § 146.402 for bacitracin ointment, except paragraph (f) of that section, and except that:

7. In § 146.411, the introduction to paragraph (a) is amended to read:

§ 146.411 *Bacitracin-neomycin ointment.* (a) Bacitracin-neomycin ointment conforms to all requirements prescribed by § 146.402 for bacitracin ointment, and is subject to all procedures prescribed by § 146.402 for bacitracin ointment, except paragraph (f) of that section, and except that:

(Sec. 701, 52 Stat. 1055; 21 U. S. C. 371)

This order shall become effective upon publication in the FEDERAL REGISTER, since both the public and the affected industry will benefit by the earliest effective date, and I so find.

Notice and public procedure are not necessary prerequisites to the promulgation of this order, and I so find, since it was drawn in collaboration with interested members of the affected industry, since it would be against public interest to delay providing for the aforesaid amendments, and since it conditionally relaxes existing requirements.

Dated: November 27, 1953.

[SEAL] OVETA CULP HOBBY, *Secretary.*

[F. R. Doc. 53-10110; Filed, Dec. 2, 1953; 8:51 a. m.]

TITLE 43—PUBLIC LANDS: INTERIOR

Chapter I—Bureau of Land Management, Department of the Interior

Appendix—Public Land Orders

[Public Land Order 930]

CALIFORNIA

PARTIALLY REVOKING EXECUTIVE ORDER NO. 4203 OF APRIIL 14, 1925

By virtue of the authority vested in the President by section 1 of the act of June 25, 1910 (36 Stat. 847; 43 U. S. C. 141), and pursuant to Executive Order No. 10355 of May 26, 1952, it is ordered as follows:

Executive Order No. 4203 of April 14, 1925, temporarily withdrawing certain public lands in California and Nevada in aid of classification is hereby revoked so far as it affects the following-described land in California:

MOUNT DIABLO MERIDIAN

T. 2 N., R. 16 E.
Sec. 16, W½NE¼SW¼ and SE¼NE¼SW¼.

The areas described aggregate 30 acres.

The lands are not suitable for cultivation. It is proposed to offer them at public sale. It is unlikely that they will be classified for any other disposition but any application that is filed will be considered on its merits.

This order shall not become effective to change the status of the described lands until 10:00 a. m. on the 35th day after the date of this order. At that time the said lands shall become subject to application, petition, location and selection under the applicable public land laws, subject to valid existing rights, the provisions of existing withdrawals, the requirements of applicable laws, and the 91-day preference right filing period for veterans and others entitled to preference under the act of September 27, 1944 (58 Stat. 747; 43 U. S. C. 279–284) as amended.

Information showing the periods during which and the conditions under which veterans and others may file applications for these lands may be obtained on request from the Manager, Land Office, Sacramento, California.

ORME LEWIS,
Assistant Secretary of the Interior.

NOVEMBER 27, 1953.

[F. R. Doc. 53-10095; Filed, Dec. 2, 1953; 8:47 a. m.]

TITLE 14—CIVIL AVIATION

Chapter II—Civil Aeronautics Administration, Department of Commerce

[Amdt. 49]

PART 609—STANDARD INSTRUMENT APPROACH PROCEDURES

ALTERATIONS

The standard instrument approach procedure alterations appearing hereinafter, which have been published in the Flight Information Manual, are adopted to become effective when indicated in order to promote safety of the flying public. Compliance with the notice, procedures, and effective date provisions of section 4 of the Administrative Procedure Act would be impracticable and contrary to the public interest, and therefore is not required.

Part 609 is amended as follows:

1. The low frequency range procedures prescribed in § 609.6 are amended to read in part:

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

LOW FREQUENCY RANGE PROCEDURES

When an LFR instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

City and State; airport name, elevation; class of facility; frequency; identification; procedure No.	Initial approach to facility			Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance facility to airport	Ceiling and visibility minimums			If visual contact not established at authorized landing minimums after passing facility within distance specified below, or if landing not accomplished; remarks
	From—	Course and distance	Minimum altitude (ft.)				Condition	Type aircraft: 75 m. p. h. or less	Type aircraft: More than 75 m. p. h.	
ABILENE, TEX. Abilene Municipal Airport, 1,757′ SBRAZ-DTV 379 kc, ABI Procedure No. 1	Phantom Hill FM (Final)	----------	2,520	W side N course: 360 outbound. 180 inbound. 3,000′ within 25 miles.	2,520	180—2.3	T-dn C-dn A-dn	300-1.0 500-1.0 800-2.0	NA NA NA	Within 2.3 miles, climb to 3,800′ on S course* within 10 miles, or as directed by ATC. *CAUTION: 2,754′ msl radio tower, 11 miles S airport. NOTE: Minima for twin-engine and smaller aircraft only.
ACOMITA, N. MEX.	(NO ASSOCIATED AIRPORT)									
ADVANCE, MO.	(NO ASSOCIATED AIRPORT)									
AKRON, OHIO Akron Airport, 1,051′ SBMRLZ-DTV 362 kc, AKR Procedure No. 1	Tallmadge FM	----------	2,400	S side SW course: 225 outbound. 045 inbound. 2,300′ within 10 miles. 2,400′ within 25 miles.	1,800	66—0.3	T-dn C-d C-n A-dn	400-1.0 600-1.0 600-1.5 800-2.0	400-1.0 700-1.5 700-1.5 800-2.0	Within 0.3 miles, climb to 2,500′ on NE course, or as directed by ATC.
ALBANY, GA. Albany Airport, 196′ SBMRAZ-DTV 254 kc, ABY Procedure No. 1	----------	----------	----------	N side E course: 090 outbound. 270 inbound. 1,400′ within 25 miles.	1,200	270—4-2	T-dn C-dn S-dn 27 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 4.2 miles, climb to 1,600′ on W course within 25 miles. CAUTION: 575′ msl tower, 1.5 miles WNW of LFR. NOTE: Deviation authorized in landing minimum obstruction clearance criteria.

LOW FREQUENCY RANGE PROCEDURES—Continued

City and State; airport name, elevation; class of facility; frequency; identification; procedure No.	Initial approach to facility: From—	Initial approach to facility: Course and distance	Initial approach to facility: Minimum altitude (ft.)	Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance facility to airport	Ceiling and visibility minimums: Condition	Ceiling and visibility minimums: Type aircraft: 75 m. p. h. or less	Ceiling and visibility minimums: Type aircraft: More than 75 m. p. h.	If visual contact not established at authorized landing minimums after passing facility within distance specified below, or if landing not accomplished; remarks
ALBANY, N. Y. Albany Airport, 288′ SBRAZ-DTV 263 kc, ALB Procedure No. 1	Saratoga Springs FM		1,600	W side N course: 082 outbound. 208 inbound. 1,600′ within 10 miles. 1,800′ within 20 miles. 2,000′ within 25 miles.	1,100	195—2.8	T-dn C-dn S-dn 19 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 600-1.5 500-1.0 800-2.0	Within 2.8 miles, climb to 1,000′ on S course, turn right, continue climb and proceed out W course climbing to 3,000′, or when directed by ATC, climb to 5,000′ on S course. SHUTTLE: N course within 15 miles to 1,800′. NOTE: Deviation from standard criteria authorized for straight-in minimums and in obstruction clearance NW of airport.
	Round Lake FM (final)		1,100							
	Grafton FM		3,000							
	Coxsackie FM		2,200							
	Delmar FM		1,700							
	Schenectady FM		1,800							
Procedure No. 2	Saratoga Springs FM		2,200	E side S course: 195 outbound. 015 inbound. 2,200′ within 25 miles.	1,700 (Over Delmar FM)	015 (From Delmar FM)	T-dn C-dn S-dn 1 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 600-1.5 500-1.0 800-2.0	Within 5.4 miles after passing Delmar FM, climb to 3,000′ on N course within 25 miles, or when directed by ATC, climb to 3,000′ on W course within 25 miles. SHUTTLE: N course to 1,800′ within 15 miles. NOTE: Deviation from standard criteria authorized in distance for final approach from Coxsackie FM.
	Grafton FM		3,000							
	Coxsackie FM (final)		1,700							
	Schenectady FM		1,800							
Schenectady County Airport	(Make let-down to Albany Airport. Fly VFR from Albany Airport to Schenectady County Airport.)									
Troy Airport	(Make let-down to Albany Airport. Fly VFR from Albany Airport to Troy Airport.)									
ALBUQUERQUE, N. MEX. Kirtland AFB, 5,330′ SBRAZ-DTV 230 kc, ABQ Procedure No. 1	Alameda Rbn*		6,500	W side course: 175 outbound. 355 inbound. 7,000′*, within 25 miles.	6,000*	355—3.0	T-dn C-dn S-dn 35 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 3.0 miles, climb to 8,000′* on N course, or as directed by ATC. *CAUTION: Terrain exceeding 8,000′ in E quadrants of range. All turns to be made on W side of course. NOTE: Ceiling and visibility minimums apply to civil aircraft only.
	Peralta FM (final)		6,000							
ALEXANDRIA, LA. Alexandria AFB, 88′ SBMRAZ-DTV 251 kc, AEX Procedure No. 1				E side WE course: 113 outbound. 293 inbound. 1,500′ within 25 miles.	900	311—5.7	T-dn C-dn S-d 32 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 5.7 miles, climb to 1,500′ on NW course.
ALICE, TEX. Alice Airport, 178′ SBRAZ-DTV 224 kc, ALI Procedure No. 1				S side W course: 252 outbound. 072 inbound. 1,400′ within 25 miles.	1,000	072—3.6	T-dn C-dn S-d S-n 8 A-dn	300-1.0 500-1.0 500-1.5 NA 800-2.0	300-1.0 500-1.5 500-1.5 NA 800-2.0	Within 3.6 miles turn left, climb to 1,700′ on N course, or alternate procedure (when directed by ATC), climb to 1,500′ on E course.
ALLENTOWN, PA. Allentown-Bethlehem-Easton Airport, 392′ SBMRAZ-DTV 320 kc, ABL Procedure No. 1	Slantington FM		3,000	E side NE course: 059 outbound. 239 inbound. 2,600′ within 15 miles. 2,700′ within 25 miles.	1,500	191—2.7	T-dn C-d C-n A-dn	300-1.0 600-1.0 600-1.5 800-2.0	300-1.0 600-1.5 600-2.0 800-2.0	Within 2.7 miles, climb to 2,500′ on SW course within 15 miles. CAUTION: 1,600′ terrain on N side NE course. NOTE: (1) Standard obstruction clearance not provided in altitude over range on final approach; do not descend below procedure turn altitude until inbound on NE course. (2) Nonstandard procedure turn to avoid obstructions to W.
ALMA, GA. Alma Airport, 200′ SBRAZ-DTV 242 kc, AMG Procedure No. 1				W side NW course: 319 outbound. 139 inbound. 1,300′ within 25 miles.	800	144—2.2	T-dn C-d C-n S-d S-n None A-dn	300-1.0 500-1.0 500-2.0 500-1.0 500-2.0 800-2.0	300-1.0 500-1.5 500-2.0 500-1.0 500-2.0 800-2.0	Within 2.2 miles, climb to 1,500′ on right side SE course.

LOW FREQUENCY RANGE PROCEDURES—Continued

City and State; airport name, elevation: class of facility; frequency; identification; procedure No.	Initial approach to facility: From—	Course and distance	Minimum altitude (ft.)	Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance facility to airport	Ceiling and visibility minimums: Condition	Type aircraft: 75 m. p. h. or less	Type aircraft: More than 75 m. p. h.	If visual contact not established at authorized landing minimums after passing facility within distance specified below, or if landing not accomplished; remarks
ALTOONA, PA. Blair County Airport, 1,495′ SBMRAZ-DTV 338 kc, AOO Procedure No. 1	----------	----------	----------	W side N course: 022 outbound. 202 inbound. 3,600′ within 25 miles.	3,100	202—1.3	T-dn C-d C-n A-dn	1,000-1.0 1,000-1.0 1,000-2.0 1,500-2.0	1,000-1.0 1,000-2.0 1,000-3.0 1,500-3.0	Within 1.3 miles, climb to 4,700′ on S course, within 25 miles, or as directed by ATC.
AMARILLO, TEX. Amarillo Air Terminal, 3604′ SBRAZ-DTV 251 kc, AMA Procedure No. 1	Amarillo VOR Soncy FM (final)	222—7.0 ----------	4,700 4,540	S side W course: 267 outbound. 077 inbound. 5,000′ within 25 miles.	4,540	077—2.1	T-dn C-dn A-dn	300-1.0 500-1.0 800-2.0	300-1.0 500-1.5 800-2.0	Within 2.1 miles, climb to 4,700′ on E course, within 25 miles, or as directed by ATC.
Procedure No. 2	Int. E course Amarillo LFR and NE course Clarendon LFR (final).	----------	4,200	S side E course: 077 outbound. 257 inbound. 4,700′ within 25 miles.	4,200 (Over Amarillo LFM)	257—1.9 (From Amarillo LFM)	T-dn C-dn A-dn	300-1.0 500-1.0 800-2.0	300-1.0 500-1.5 800-2.0	Within 1.9 miles from Amarillo LFR, climb to 5,200′ on W course, or when directed by ATC, climb to 5,000′ on N course within 25 miles.
ARCATA, CALIF. Arcata Airport, 217′ SBMRLZ-DTV 209 kc, ACV Procedure No. 1	(Initial approaches must be made on top, with tops not above 10,000′ msl.)	----------	----------	S side NW course: 274 outbound. 094 inbound. 1,500′ within 10 miles (NA beyond 10 miles).	720	004—3.0	T-dn C-dn A-dn	300-1.0 500-2.0 1,000-2.0	300-1.0 500-2.0 1,000-2.0	Within 0.0 mile, make left turn and shuttle on NW course to on top within 10 miles, not below 1,500′. SHUTTLE: On NW course to 1,500′ within 10 miles.
ARCOLA, VA.	(NO ASSOCIATED AIRPORT)									
ATLANTA, GA. Atlanta Airport, 1,024′ SBRAZ-DTXV 266 kc, ATL Procedure No. 1	Stone Mountain FM Jonesboro FM (final) Madras FM Smyrna FM	----------	2,200 1,600 2,000 2,300	E side SE course: 144 outbound. 324 inbound. 2,000′ within 25 miles.	1,600	314—1.5	T-dn C-dn S-dn A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 1.5 mile, turn left, climb to 2,500′ and proceed to Campbellton LFR station via the E course of Campbellton LFR, or as directed by ATC.
AUGUSTA, GA. Daniel Field, 427′ SBRAZ-DTV 385 kc, AGS Procedure No. 1	----------	----------	----------	E side S course: 171 outbound. 351 inbound. 1,600′ within 25 miles.	1,100	046—2.1	T-d T-n C-d C-n A-d A-n	300-1.0 NA 500-1.0 NA 800-2.0 NA	NA NA NA NA NA NA	Within 2.1 miles, climb to 1,900′ on N course.
AUGUSTA, MAINE Augusta State Airport, 357′ BMRLZ-DTV 221 kc, AUG Procedure No. 1	----------	----------	----------	S side SW course: 226 outbound. 046 inbound. 1,800′ within 25 miles.	1,300	080—2.1	T-d T-n C-d C-n A-dn	400-1.0 500-1.0 600-1.0 600-1.5 800-2.0	NA NA NA NA NA	Within 2.1 miles, climb to 2,500′ on NE course. NOTE: Night operations on NE/SW runway not authorized.
AUSTIN, TEX. Mueller Airport, 631′ SBMRLZ-DTV 281 kc, AUS Procedure No. 1	Austin FM (final) Austin VOR	---------- 194—5.0	2,000 2,000	W side NW course: 298 outbound. 118 inbound. 2,500′ within 25 miles.	2,000 (Over Austin FM) *1,440 (Over Austin LFR)	118—1.8	T-dn C-dn A-dn	300-1.0 500-1.0 800-2.0	300-1.0 500-1.5 800-2.0	Within 1.8 miles, climb to 2,000′ on SE course within 25 miles, or as directed by ATC. CAUTION: 1,498′ msl TV tower located 2.6 miles SW of Int. of NW course Austin LFR and Austin FM. *If Austin FM not received, alternate over Austin LFR is 2,000′. "Z" marker signal will be received immediately after passing Austin FM. Use low position on marker receiver.
BAKER, OREG. Baker Airport, 3,368′ SBRAZ-DTV 221 kc, BKE Procedure No. 1	----------	----------	----------	E side NW course*: 300 outbound. 120 inbound. 7,000′ within 10 miles. 9,000′ within 15 miles (NA beyond 15 miles).	5,060	111—1.8	T-d T-n C-d C-n A-dn	1,000-1.0 1,000-2.0 1,700-1.0 1,700-2.0 1,700-2.0	NA NA NA NA NA	Within 0.0 mile, turn left, climb to 9,000′ (S-bound), 10,000′ (N-bound) on NW course within 10 miles of LFR. *Procedure turn to W not authorized due to high terrain. SHUTTLE: SE course to 8,000′ within 20 miles of LFR.

LOW FREQUENCY RANGE PROCEDURES—Continued

City and State; airport name, elevation; class of facility; frequency; identification; procedure No.	Initial approach to facility: From—	Course and distance	Minimum altitude (ft.)	Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance facility to airport	Ceiling and visibility minimums: Condition	Type aircraft: 75 m. p. h. or less	Type aircraft: More than 75 m. p. h.	If visual contact not established at authorized landing minimums after passing facility within distance specified below, or if landing not accomplished; remarks
BAKERSFIELD, CALIF. Bakersfield-Kern County Airport No. 1, 515.' SBMRAZ-DTV 239 kc, BFL Procedure No. 1	Famosa FM (final)		1,600	W side NW course: 321 outbound. 141 inbound. 2,000' within 25 miles.	1,600	141—2.0	T-dn C-dn A-dn	300-1.0 700-2.0 800-2.0	300-1.0 700-2.0 800-2.0	Within 2.0 miles, turn right (west) and climb to 3,000' on NW course within 25 miles, or as directed by ATC. NOTE: Take-offs or landings on runways 7 or 25 not authorized.
Shafter-Kern County Airport 425'	(Make let-down to Bakersfield-Kern County Airport No. 1. Fly VFR from Bakersfield-Kern County Airport No. 1 to Shafter-Kern Co. Airport.)						T-d T-n C-d C-n S-dn A-dn	1,000-1.0 1,000-2.0 1,000-1.0 1,000-2.0 NA 1,000-3.0	1,000-1.0 1,000-2.0 1,000-1.0 1,000-2.0 NA 1,000-3.0	
BALTIMORE, MD. Friendship International Airport, 146' SBMRLZ-DTV 257 kc, BAL Procedure No. 1				W side S course: 194 outbound. 014 inbound. 1,500' within 25 miles.	800	259—7.3	T-dn C-dn A-dn	300-1.0 600-2.0 800-2.0	300-1.0 600-2.0 800-2.0	Within 0.0 mile, climb to 1,800' on N course. *Procedure turn conducted W to avoid Aberdeen danger area.
BALTIMORE, MD. Harbor Field, 14' SBMRLZ-DTV 257 kc; BAL Procedure No. 1	Severna Park FM (final) Relay Int.		800 1,500	W side S course: 194 outbound. 014 inbound. 1,500' within 25 miles.	800	014—2.4	T-d T-n C-dn S-n S-n 36 A-dn*	300-1.0 400-1.5 800-1.5 800-1.0 800-1.5 NA	300-1.0 400-1.5 800-1.5 800-1.0 800-1.5 NA	Within 2.4 miles, climb to 1,800' on N course, or as directed by ATC. *No weather reporting service at this airport.
BANGOR, MAINE Dow AFB, 192' SBRAZ-DTV 239 kc, BGR Procedure No. 1	East Corinth FM (final)		1,200	W side NW course: 352 outbound. 172 inbound. 1,700' within 10 miles. 1,800' within 15 miles. 1,900' within 20 miles. 2,000' within 25 miles.	1,200	180—2.2	T-dn C-dn A-dn	300-1.0 500-1.0 800-2.0	300-1.0 700-1.5 800-2.0	Within 2.2 miles, climb to 2,500' on SE course. NOTE: Runway 10/28 not authorized for night operations. CAUTION: 632' msl radio tower located 2 miles NE of airport.
BATON ROUGE, LA. Harding Field, 70' BMRLZ-DTV 347 kc, BTR Procedure No. 1				W side NW course: 299 outbound. 119 inbound. 1,100' within 10 miles. 1,200' within 25 miles.	700	126—3.4	T-dn C-dn S-dn 13 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 3.4 miles, climb to 1,500' on SE course.
BATTLE MOUNTAIN, NEV.	(NO INSTRUMENT LET-DOWNS AUTHORIZED)									
BEAUMONT, TEX. Jefferson County Airport, 15' SBMRLZ-DTV 368 kc, BUJ Procedure No. 1				W side N course: 340 outbound. 160 inbound. 1,400' within 25 miles.	900	160—3.6	T-dn C-dn S-d S-n 16 A-dn	300-1.0 500-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 500-1.5 800-2.0	Within 3.6 miles, climb to 1,500' on S course.
Beaumont Airport, 31'	(Make let-down to Jefferson County Airport. Fly VFR from Jefferson County Airport to Beaumont Airport.)						T-d T-d C-d C-n S-dn A-dn	1,000-1.0 1,000-2.0 1,000-1.0 1,000-2.0 NA 1,000-3.0	1,000-1.0 1,000-2.0 1,000-1.0 1,000-2.0 NA 1,000-3.0	
BELLINGHAM, WASH. Bellingham Airport, 158' SBRAZ-DTV 362 kc, BLI Procedure No. 1				W side NW course: 294 outbound. 114 inbound. 1,500' within 25 miles.	1,000	114—3.0	T-dn C-d C-n S-d S-n 12 A-dn	300-1.0 600-1.0 700-1.0 500-1.0 500-1.0 800-2.0	300-1.0 600-1.5 700-2.0 600-1.5 700-2.0 800-2.0	Within 3.0 miles, turn right and climb to 1,500' on NW course within 25 miles.

LOW FREQUENCY RANGE PROCEDURES—Continued

City and State; airport name, elevation; class of facility; frequency; identification; procedure No.	Initial approach to facility: From—	Initial approach to facility: Course and distance	Initial approach to facility: Minimum altitude (ft.)	Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance facility to airport	Ceiling and visibility minimums: Condition	Ceiling and visibility minimums: Type aircraft: 75 m. p. h. or less	Ceiling and visibility minimums: Type aircraft: More than 75 m. p. h.	If visual contact not established at authorized landing minimums after passing facility within distance specified below, or if landing not accomplished; remarks
BELMAR, N. J. Monmouth County Airport, 180′. SBMRLZ (Lakehurst NAS LFR). 520 kc, NEL. Procedure No. 1.	Int. NE course Lakehurst NAS LFR and E course Mattawan VAR (final).	----------	1,000	E side NE course:* 062 outbound. 242 inbound. 1,500′ within 10 miles (NA beyond 10 miles).	1,000 (Over Asbury Park FM).	258—5.1 (From Asbury Park FM).	T-dn C-dn A-dn	300-1.0 600-2.0 1,000-2.0 (BCOB)	NA NA NA	Within 3 miles after passing Asbury Park FM, turn left, climb to 1,500′ on NE (outbound) course. CAUTION: All off-airway instrument operation below 2,500′ within a 10-mile radius of Lakehurst NAS must be cleared with Lakehurst tower. *Procedure turn E to avoid traffic.
BIG SPRING, TEX. Webb AFB, 2,561′. SRAWZ. 326 kc BGS. Procedure No. 1.	Stanton FM (final)	----------	3,200	S side W course: 240 outbound. 060 inbound. 4,000′ within 25 miles.	3,200	070—3.9	T-dn C-d C-n S-d S-n 6 A-dn	300-1.0 500-1.0 500-1.5 500-1.0 500-1.5 800-2.0	300-1.0 500-1.5 500-1.5 500-1.0 500-1.5 800-2.0	Within 3.9 miles, climb to 4,000′ on E course within 25 miles or when directed by ATC, turn right, climb to 4,000′ or SE course within 25 miles.
BILLINGS, MONT. Billings Airport, 3,612′ SBRAZ-DTV 400 kc, BIL Procedure No. 1	Nibbe FM Park City FM Lavina FM	--------- --------- ---------	4,500 5,500 6,000	N side E course: 054 outbound. 234 inbound. 5,000′ within 25 miles.	4,500	252—1.4	T-dn C-d C-n A-dn	300-1.0 500-1.0 500-2.0 800-2.0	300-1.0 500-1.5 500-2.0 800-2.0	Within 1.4 miles, climb to 5,500′ on W course within 15 miles of LFR.
Procedure No. 2	Park City FM	----------	5,500	None	5,500 (Over Billings FM)	067—3.6 (From Billings FM)	T-dn C-dn A-dn	300-1.0 800-2.0 800-2.0	300-1.0 800-2.0 800-2.0	Within 3.6 miles from Billings FM, climb to 5,000′ on E course. NOTE: Aircraft approaching from E, SE, and N will utilize Procedure No. 1. In the event visual contact is not established at authorized minimums on the No. 2 procedure, No. 1 procedure will be used.
BIRMINGHAM, ALA. Birmingham Airport, 643′ SBRAZ-DTV 224 kc, BHM Procedure No. 1	Eden FM Bradford FM (final)	--------- ---------	2,600 1,800	W side N course: 358 outbound. 178 inbound. 2,500′ within 25 miles.	1,800	178—3.0	T-dn C-dn A-dn	300-1.0 800-1.0 1,000-2.0	300-1.0 900-1.5 1,000-2.0	Within 3.0 miles, climb to 2,700′ on S course within 25 miles, or as directed by ATC.
BLACKSTONE, VA. Blackstone AAF	(NO PROCEDURE APPROVED)									
BLYTHE, CALIF. Blythe Airport, 397′. SBMRAZ-DTV 251 kc, BLH Procedure No. 1	----------	----------	----------	W side S course: 165 outbound. 345 inbound. 2,000′ within 10 miles. 3,000′ within 15 miles. 4,000′ within 25 miles.	1,200	268—4.1	T-d T-n C-dn A-dn	500-1.0 800-2.0 800-2.0 800-2.0	500-1.0 800-2.0 800-2.0 800-2.0	Within 0.0 mile make 180° left turn and climb to 5,000′ on S course within 25 miles, or as directed by ATC. CAUTION: 1,800′ msl terrain, 9 miles W of approach course, 5 miles from LFR station.
BOISE, IDAHO Boise Air Terminal, 2,858′ SBRAZ-DTV 350 kc, BOI Procedure No. 1.	Mountain Home FM Payette FM Eagle FM (final)	--------- --------- ---------	7,700 5,500 3,800	W side NW course: 301 outbound. 121 inbound. 4,000′ within 10 miles. 5,000′ within 25 miles.	3,800	116—2.3	T-dn C-d C-n A-dn	300-1.0 600-1.0 600-1.0 800-2.0	300-1.0 600-1.5 700-1.5 800-2.0	Within 2.3 miles, turn right, climb to 4,000′ on NW course within 10 miles or as directed by ATC. CAUTION: High terrain 8 miles N of NW course, and on SE course, 10 miles S of range.
BOSTON, MASS. Logan Airport, 19′. SBRAZ-DTXV 382 kc, BOS Procedure No. 1	Peabody FM (final)	----------	800	W side N course: 031 outbound. 211 inbound. 1,500′ within 25 miles.	800	234—1.2	T-dn C-dn A-dn	300-1.0 *500-1.0 800-2.0	300-1.0 600-1.5 800-2.0	Within 1.2 miles, make a standard rate climbing turn to left, climb to 1,500′ on E course within 25 miles, or when directed by ATC, climb to 1,700′ on SW course within 10 miles. *600-1 required when circling W of airport. NOTE: Standard clearance not provided over 370′ msl stack SW of airport.
Procedure No. 2	Dedham FM (final)	----------	1,200	S side SW course: 238 outbound. 058 inbound. 1,700′ within 25 miles.	1,200 (Over South Boston LFM)	070—2.1 (From South Boston LFM)	T-dn C-dn A-dn	300-1.0 600-1.0 800-2.0	300-1.0 600-1.5 800-2.0	Within 2.1 miles, climb to 1,300′ on N course, or when directed by ATC, make right climbing turn to 1,500′ on E course within 25 miles. NOTE: Standard clearance not provided over 370′ msl stack SW of airport.

LOW FREQUENCY RANGE PROCEDURES—Continued

City and State; airport name, elevation; class of facility; frequency; identification; procedure No.	Initial approach to facility: From—	Initial approach to facility: Course and distance	Initial approach to facility: Minimum altitude (ft.)	Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance facility to airport	Ceiling and visibility minimums: Condition	Ceiling and visibility minimums: Type aircraft: 75 m. p. h. or less	Ceiling and visibility minimums: Type aircraft: More than 75 m. p. h.	If visual contact not established at authorized landing minimums after passing facility within distance specified below, or if landing not accomplished; remarks
BOWLING GREEN, KY. Bowling Green-Warren County Airport, 540′ SBMRAZ-DTV 368 kc, BWG Procedure No. 1	----------	----------	----------	N side SE course: 116 outbound. 296 inbound. 1,900′ within 10 miles. 2,200′ within 25 miles.	1,400	296—3.8	T-dn C-d C-n S-d S-n 29 A-dn	300-1.0 600-1.0 600-1.5 500-1.0 500-1.5 800-2.0	300-1.0 600-1.5 600-1.5 500-1.0 500-1.5 800-2.0	Within 3.8 miles climb to 2,000′ on NW course, or as directed by ATC. CAUTION: 860′ msl radio tower approximately 1.5 miles NNW of airport.
BOZEMAN, MONT. Gallatin Field, 4,461′ SBMRAZ-DTV 329 kc, BZN Procedure No. 1	----------	----------	----------	W side S course: 140 outbound. 320 inbound. 8,500′ within 10 miles (NA beyond 10 miles).	6,000	316—1.2	T-dn C-d C-n A-d A-n	1,500-2.0 1,500-2.0 1,500-3.0 1,500-2.0 1,500-3.0	1,500-2.0 1,500-2.0 1,500-3.0 1,500-2.0 1,500-3.0	Within 1.2 miles, turn left, climb to 9,000′ on W course within 20 miles of LFR. SHUTTLE: N course within 10 miles of LFR. Minimum altitude, 9,000′.
BRIDGEPORT, CONN. Bridgeport Airport, 9′ MRLWZ 221 kc, BDR Procedure No. 1	----------	----------	----------	N side NE course: 051 outbound. 231 inbound. 1,500′ within 10 miles. 2,000′ within 25 miles.	1,000	231—3.7	T-dn C-dn S-d S-n 24 A-dn	300-1.0 600-1.0 500-1.0 500-1.0 800-2.0	300-1.0 600-1.5 500-1.0 500-1.5 800-2.0	Within 3.7 miles, climb to 1,500′ on SW course. NOTE: ADF procedure not authorized. CAUTION: 318′ msl tower, 1.6 miles WSW of Runway 11.
BRISTOL, TENN. Tri-City Airport	(SEE TRI-CITY, TENN.)									
BROWNSVILLE, TEX. Rio Grande Valley International Airport 22′ SBRAZ-DTV 388 kc, BRO Procedure No. 1	Los Fresnos FM (final) Brownsville VOR	---------- 285—4.0	800 1,200	W side N course: 334 outbound. 154 inbound. 1,200′ within 15 miles. 1,300′ within 25 miles.	800	150—2.5	T-dn C-dn S-dn None A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 2.5 miles, climb to 1,200′ on S course within 10 miles, or as directed by ATC. CAUTION: 274′ msl radio tower, 3 miles WSW of LFR station.
BROWNSVILLE, TEX. Mauldin Airport, 22′	(Make let-down to Rio Grande Valley International Airport. Fly VER from Rio Grande Valley International Airport to Mauldin Airport.)	----------	----------	----------	----------	----------	T-dn T-n C-d C-n S-dn A-dn	1,000-1.0 1,000-2.0 1,000-1.0 1,000-2.0 NA 1,000-3.0	1,000-1.0 1,000-2.0 1,000-1.0 1,000-2.0 NA 1,000-3.0	
BRYAN, TEX. Easterwood Airport (College Station) 320′ BMRLZ-DTV 212 kc, BYT Procedure No. 1	----------	----------	----------	W side NW course: 315 outbound. 135 inbound. 1,500′ within 25 miles.	1,100	114—11.8	T-dn C-dn A-dn	300-1.0 800-2.0 800-2.0	300-1.0 800-2.0 800-2.0	Within 11.8 miles, climb to 1,600′ on SE course within 25 miles.
BUFFALO, N. Y. Buffalo Airport, 711′ SBRAZ-DTV 260 kc, BUF Procedure No. 1	Wolcottsville FM (final) East Pembroke FM	---------- ----------	1,300 1,900	N side NE course: 050 outbound. 230 inbound. 1,800′ within 15 miles. 2,000′ within 20 miles. 2,500′ within 25 miles.	1,300	214—0.9	T-dn C-dn A-dn	300-1.0 500-1.0 800-2.0	300-1.0 500-1.5 800-2.0	Within 0.9 mile, climb to 2,000′ on SW course, or when directed by ATC, climb to 2,100′ on W course.
Procedure No. 2	Wolcottsville FM East Pembroke FM Angola FM (final)	---------- ---------- ----------	1,800 1,900 1,500	S side SW course: 230 outbound. 050 inbound. 2,000′ within 10 miles. 2,100′ within 15 miles. 2,200′ within 25 miles.	1,500 (Over) Cheektowaga FM)	055—2.7 (From Cheektowaga FM)	T-dn C-dn S-dn 5 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.0 500-1.0 800-2.0	Within 2.7 miles after passing Cheektowaga FM, climb to 2,000′ on NE course, or when directed by ATC, make right climbing turn to 2,100′ on E course within 25 miles.

LOW FREQUENCY RANGE PROCEDURES—Continued

City and State; airport name, elevation; class of facility; frequency; identification; procedure No.	Initial approach to facility: From—	Course and distance	Minimum altitude (ft.)	Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance facility to airport	Ceiling and visibility minimums: Condition	Type aircraft: 75 m. p. h. or less	Type aircraft: More than 75 m. p. h.	If visual contact not established at authorized landing minimums after passing facility within distance specified below, or if landing not accomplished; remarks
BURBANK, CALIF. Lockheed Air Terminal, 764′ SBML-DTV 248kc, BUR Procedure No. 1	(Burbank approaches normally start from primary holding fix at Simi Int. All approaches must be started from on top.)	----------	----------	(W of Chatsworth Rbn) S side NW course: 277 outbound. 097 inbound. 5,000′* within 25 miles.	1,500 Sliding scale for tops reported at Simi Int. Top / Ceiling 5,000 / 600 D, 700 N 5,500 / 900 6,000 / 1,300 6,500 / 1,700 7,000 / 2,100 7,500 / 2,500	093—3.0	T-dn# C-d C-n S-d S-n 7 A-dn	300-1.0 900-1.5 900-2.0 600-1.0 700-1.5 900-2.0	300-1.0 900-1.5 900-2.0 600-1.0 700-1.5 900-2.0	Within 1.5 miles, climb to 5,000′ on SE course, or when directed by ATC, climb to 3,000′ on SE course, then make a 180° right turn (S) continuing climb to a minimum of 5,000′ homing (northwestbound) on the Burbank LFR, and hold on the LFR in a nonstandard 2 minute pattern on the SE course. *Procedure turn must be on top at a minumum of 5,000′. After procedure turn, or after leaving Simi Int., cross Chatsworth Rbn inbound at 4,750′. #00-1 required for all take-offs when departing via SE course Burbank LFR.
	Int. SE course Burbank LFR and NE crs Long Beach LFR.	----------	5,000							
	Int. SW course Burbank LFR and W course Los Angeles LFR.	----------	5,000							
	Int. NW course Burbank LFR and SW course Newhall LFR (Simi Int).	----------	5,000							
	Chatsworth Rbn (final)*	----------	1,500							
San Fernando Valley Airport, 799′	(Make let-down to Lockheed Air Terminal. Fly FVR from Lockheed Air Terminal to San Fernando Valley Airport.)	----------	----------	----------	----------	----------	T-d T-n C-d C-n A-dn	500-1.0 500-2.0 1,000-2.0 1,000-2.0 1,000-3.0	500-1.0 500-2.0 1,000-1.0 1,000-2.0 1,000-3.0	Minimums are reported at Lockheed Air Terminal. If lower minimums are encountered en route from Lockheed Air Terminal to San Fernando Valley Airport, aircraft is to return to Lockheed Air Terminal.
BURLEY, IDAHO Burley Airport, 4,150′ SBRAZ-DTV 272 kc, BYI Procedure No. 1	----------	----------	----------	W side NE course: 006 outbound. 186 inbound. 6,000′ withing 25 miles.	5,140	198—2.6	T-d T-n C-d C-n A-dn	500-1.0 500-2.0 600-1.0 600-2.0 800-2.0	NA NA NA NA NA	Within 2.6 miles, make right turn, climb to 7,000′ on W course within 25 miles of LFR.
BURLINGTON, IOWA Burlington Airport, 698′ SBRAZ-DTV 326 kc; BRL Procedure No. 1	Burlington VOR	274—11.0	1,800	E side S course: 177 outbound. 357 inbound. 1,800′ within 15 miles. 2,000′ within 25 miles.	1,300	360—1.9	T-dn C-dn S-d S-n 36 A-dn	300-1.0 500-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 500-1.5 800-2.0	Within 1.9 miles, climb to 1,900′ on N course.
BURLINGTON, VT. Burlington Airport, 334′ SBRAZ-DTV 323 kc; BTV Procedure No. 1	Huntington FM	----------	2,600	W side NW course: 349 outbound. 169 inbound. 1,500′ within 15 miles. 2,500′ within 25 miles.	1,000	155—2.1	T-dn C-d C-n S-dn 15 A-dn	300-1.0 500-1.0 500-1.5 500-1.0 800-2.0	300-1.0 600-1.5 600-1.5 500-1.0 800-2.0	Within 2.1 miles, turn right and climb to 4,500′ on S course, or when directed by ATC, turn right, climb to 2,000′ on NW course.
	Vergennes FM	----------	2,000							
	Grand Isle FM (final)	----------	1,000							
BUTTE, MONT. Butte Airport, 5,554′ BMRLZ-DTV 233 kc. BTM Procedure No. 1	N-Not authorized	----------	----------	E side N course: 346 outbound. 166 inbound. 9,000′ within 15 miles (NA beyond 15 miles).	9,000	098—16.1	T-d T-n C-d C-n A-d A-n	1,500-1.0 1,500-2.0 2,500-1.5 2,500-2.0 2,500-1.5 2,500-2.0	1,500-1.0 1,500-2.0 2,500-1.5 2,500-2.0 2,500-1.5 2,500-2.0	Within 5 miles after passing LFR, climb to 10,000′ on SE course within 15 miles. *Procedure turn to W not authorized due to high terrain. CAUTION: High terrain (8,300′ msl) located 2 miles E of airport.
SBRAZ-DTV (Whitehall LFR) 284 kc; HIA Procedure No. 2	----------	----------	----------	(No procedure turn authorized). Final approach course: NW course Whitehall LFR.	9,500 (Over Homestake FM)	275—4.0 (From Homestake FM)	T-d T-n C-d C-n A-d A-n	1,500-1.0 1,500-2.0 2,500-1.5 2,500-2.0 2,500-1.5 2,500-2.0	1,500-1.0 1,500-2.0 2,500-1.5 2,500-2.0 2,500-1.5 2,500-2.0	Proceed to Butte LFR climbing to 10,000′ on SE course Butte before reaching range station, or when directed by ATC, execute climbing left turn, returning to Whitehall LFR via the NW course of Whitehall at 10,000′.
CAMPBELLTON, GA.	(NO ASSOCIATED AIRPORT)									
CARLSBAD, N. MEX. Carlsbad Airport, 3,276′ BMRLZ-DTV 311 kc, CNM Procedure No. 1	----------	----------	----------	E side SE course: 142 outbound. 322 inbound. 5,000′ within 25 miles.	4,200	322—3.5	T-dn C-d C-n S-d S-n 32L A-dn	300-1.0 500-1.5 500-2.0 500-1.5 500-2.0 800-2.0	300-1.0 600-1.5 600-2.5 500-1.5 500-2.0 800-2.0	Within 3.5 miles, climb to 5,000′ on NE course within 25 miles. SHUTTLE: SE course to 5,000′ within 25 miles.

LOW FREQUENCY RANGE PROCEDURES—Continued

City and State; airport name, elevation; class of facility; frequency; identification: procedure No.	Initial approach to facility: From—	Course and distance	Minimum altitude (ft.)	Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance facility to airport	Ceiling and visibility minimums: Condition	Type aircraft: 75 m. p. h. or less	Type aircraft: More than 75 m. p. h.	If visual contact not established at authorized landing minimums after passing facility within distance specified below, or if landing not accomplished; remarks
CASPER, WYO. Natrona County Airport, 5,348′ SBRAZ-DTV 269 kc; CPR Procedure No. 1	Parkerton FM (final)	----------	6,500	N side E course: 076 outbound. 265 inbound. 7,000′ within 25 miles.	6,500	256—7.7	T-dn C-dn S-d* S-n* 25 A-dn	300-1.0 500-2.0 500-1.0 500-1.5 800-2.0	300-1.0 500-2.0 500-1.5 500-2.0 800-2.0	Within 7.7 miles, climb to 7,500′ on N course within 25 miles, or as directed by ATC. *Straight-in minimums less than 500-2 authorized only when ILS LMM operating and utilized, otherwise circling minimums apply. CAUTION: 5,900′ terrain 5 miles SSW and of airport.
	Casper VOR	172—13.0	7,000							
CHARLESTON, S. C. Charleston Airport, 45′ SBRAZ-DTV 629 kc; CHS Procedure No. 1	Summerville FM (final)	----------	600	S side NW course: 300 outbound. 120 inbound. 1,200′ within 15 miles. 1,500 within 25 miles.	600	105—2.6	T-dn C-dn A-dn	300-1.0 500-1.5 800-2.0	300-1.0 500-1.5 800-2.0	Within 2.6 miles, climb to 1,500′ on E course, or when directed by ATC, turn right, climb to 1,400′ on SW course. NOTE: Runway 10/28 partially closed.
CHARLESTON, W. VA. Kanawha County Airport, 98′ SBRAZ-DTV 400 kc; CBW Procedure No. 1	----------	----------	----------	N side W course: 280 outbound. 100 inbound. 2,500′ within 25 miles.	1,980	112—10.7	T-dn C-d C-n A-dn	300-1.0 1,000-2.0 1,500-2.0 1,500-2.0	300-1.0 1,000-2.0 1,500-2.0 1,500-2.0	Within 0.6 miles. Make a left turn and climb to 2,500′ on W course. *Procedure turn N to avoid traffic S on Red Airway No. 18.
CHARLOTTE, N. C. Douglas Field, 748′ SBMRLZ-DTV 212 kc, CLT Procedure No. 1	Fort Mill FM (final)*	----------	1,620	W side S course. 179 outbound. 359 inbound. 2,100′ within 25 miles.	*1,620	359—1.7	T-dn C-dn A-dn	300-1.0 500-1.0 800-2.0	300-1.0 500-1.5 800-2.0	Within 1.7 miles, climb to 2,500′ on N course within 25 miles, or when directed by ATC, turn right, climb to 2,200′ on E course within 25 miles. *1,116′ msl tower located 4 miles SE of LFR station and 2.3 miles E of S course.
Cannon Airport, 788′	Make let-down to Douglas Field. Fly VFR from Douglas Field to Cannon Airport.	----------	----------	----------	----------	----------	T-d T-n C-d C-n A-dn	1,000-1.0 1,000-2.0 1,000-1.0 1,000-2.0 1,000-3.0	NA NA NA NA NA	
CHATTANOOGA, TENN. Lovell Field, 682′ SBRAZ-DTV 341kc, CHA Procedure No. 1	Daisy FM (final)	----------	1,800	E side NE course: 032 outbound. 212 inbound. 2,500′ within 25 miles.	1,800	203—3.2	T-dn C-d C-n A-dn	300-1.0 500-2.0 500-2.0 800-2.0	300-1.0 700-2.0 700-2.0 800-2.0	Within 3.2 miles, climb to 4,000′ on SE course, or when directed by ATC, climb to 4,000′ on SW course within 25 miles.
CHEYENNE, WYO. Cheyenne Airport, 6156′ SBRAZ-DTV 326 kc, CYS Procedure No. 1	Silver Crown FM	----------	8,000	N side NW course: # 282 outbound. 102 inbound. 8,000′ within 10 miles.* (NA beyond 10 miles).	6,800	067—0.9	T-dn C-d C-n A-dn	300-1.0 500-1.0 500-1.5 800-2.0	300-1.0 500-1.5 500-1.5 800-2.0	Within 0.9 mile, climb to 7,500′ on S course, or as directed by ATC. SHUTTLE: On E course, to 8,000′ within 25 miles. *Procedure turn must be accomplished within 10 miles on account of higher terrain to the W. #Procedure turn S side NW course not authorized on account of higher terrain.
Procedure No. 2	Hillsdale FM (final)	----------	7,000	N side E course: 076 outbound. 256 inbound. 7,300′ within 25 miles.	7,000 (Over ILS LOM)*	256—6.1 (From ILS LOM)	T-dn C-dn S-dn 26 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 6.1 miles after passing ILS LOM, climb to 7,500′ on S course, or as directed by ATC. *ILS LOM must be received on ADF. Frequency, 219 kc; Identification CY. SHUTTLE: On E course to 7,300′ within 25 miles.
	Silver Crown FM	----------	8,000							
CHICAGO, ILL. Chicago-Midway Airport, 618′. SBRAZ-DTXV 350 kc; CHI Procedure No. 1	Wilson Int. (final)	----------	1,500	W side NW course: 332 outbound. 152 inbound. 2,000′ within 10 miles. 2,500′ within 25 miles.	1,500	152—2.2	T-dn C-d C-n S-dn 13 R/L A-dn	300-1.0 500-1.0 500-1-5 500-1.0 800-2.0	300-1.0 500-1.5 500-1.5 500-1.0 800-2.0	Within 2.2 miles, climb to 2,000′ on N and S courses of Harvey LFR, proceeding S to Momence Int., or as directed by ATC.
CINCINNATI, OHIO Cincinnati-Lunken Airport 488′ SBRAZ-DTV 335 kc; CIN Procedure No. 1	Loveland FM (final)	----------	1,600	N side NE course: 044 outbound. 224 inbound. 2,100′ within 10 miles. 2,600′ within 25 miles.	1,600	227—5.0	T-d T-n C-d C-n S-d S-n 24 A-dn	400-1.0 600-1.0 800-1.0 800-1.5 800-1.0 800-1.5 NA	400-1.0 600-1.0 900-1.5 900-1.5 800-1.0 800-1.5 NA	Within 5.0 miles, climb to 2,300′ on SE course. NOTE: No weather reporting service available.
	Mt. Orab FM	----------	2,100							
CLARENDON, TEX.	(NO ASSOCIATED AIRPORT)									

LOW FREQUENCY RANGE PROCEDURES—Continued

City and State; airport name, elevation; class of facility; frequency; identification; procedure No.	Initial approach to facility: From—	Initial approach to facility: Course and distance	Initial approach to facility: Minimum altitude (ft.)	Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance facility to airport	Ceiling and visibility minimums: Condition	Ceiling and visibility minimums: Type aircraft: 75 m. p. h. or less	Ceiling and visibility minimums: Type aircraft: More than 75 m. p. h.	If visual contact not established at authorized landing minimums afte passing facility within distance specified relow, or if landing not accomplished; remarks
CLEVELAND, OHIO Cleveland-Hopkins Airport, 789′ SBRAZ-DTXV 344 kc; CLE Procedure No. 1	Elyria FM (final)		1,400	S side w course: 275 outbound. 095 inbound. 1,900′ within 25 miles.	1,400	098—1.0	T-dn C-dn A-dn	300-1.0 500-1.0 800-2.0	300-1.0 500-1.5 800-2.0	Within 1.0 miles, climb to 2,600′ on E course.
COCHISE, ARIZ.	(NO PROCEDURE APPROVED)									
COEUR D'ALENE, IDAHO Coeur D'Alene Air Terminal 2,310′ BMRLZ-DTV 347 kc; COE Procedure No. 1 Weeks Field				E side S course: 164 outbound. 344 inbound. 6,000′ within 25 miles*	4,500	321—5.2	T-dn C-d C-n A-dn	500-1.0 1,500-2.0 1,500-3.0 1,500-3.0	500-1.0 1,500-2.0 1,500-3.0 1,500-3.0	Within 5.2 miles, climb to 6,000′ on N course. *Procedure turn not authorized below 6,000′.
	(Make let-down to Coeur D'Alene Air Terminal. Fly VFR from Coeur D'Alene Air Terminal to Weeks Field.)									
COLLEGE STATION, TEX.	(SEE BRYAN, TEX.)									
COLORADO SPRINGS, COLO. Peterson Field, 6,172′ MRLZ-DV 224 kc; COS Procedure No. 1	Black Forest FM* (final)		7,500	E side N course: 346 outbound. 176 inbound. 8,700 within 25 miles	8,200	166—3.9	T-dn C-d C-n A-dn	300-1.0 800-1.0 800-2.0 800-2.0	300-1.0 #800-1.5 #800-2.0 800-2.0	Within 3.9 miles, climb to 8,000′ on S course within 25 miles. *Position over Black Forest FM must be determined by both visual and aural signals. Descent below 7,700′ not authorized until 3 miles S of Black Forest FM. **If not contact over ranging station at MEA, climb must be made to procedure turn altitude before proceeding out N course for procedure turn. #600′ authorized if final approach is made from Black Forest FM. CAUTION: Camp Carson danger area located 2.5 miles W of S course. NOTE: Not authorized for ADF approach.
	Pueblo LFR		MEA**							
COLUMBIA, S. C. Columbia Airport, 244′ SBRAZ-DTV 227 kc; CAE. Procedure No. 1	International W course Columbia LFR and SE course Spartanburg LFR.		1,600	S side E course*: 089 outbound. 269 inbound. 1,500′ within 25 miles.	1,200	268—7.4	T-dn C-dn A-dn	300-1.0 500-1.0 800-2.0	300-1.0 500-1.5 800-2.0	Within 7.4 miles, climb to 1,600′ on W course within 25 miles, or as directed by ATC. CAUTION: 510′ msl tower located 1.5 miles NW of LFR. *Procedure turn S to avoid danger area.
Owens Field, 192′ Procedure No. 1				E side SE course. 150 outbound. 330 inbound. 1,500′ within 25 miles.	1,000	330—1.9	T-dn C-d C-n S-d S-n 33 A-dn	300-1.0 500-1.0 500-2.0 500-1.0 500-2.0 800-2.0	300-1.5 600-1.5 600-2.0 500-1.0 500-2.0 800-2.0	Within 1.9 miles, climb to 1,500′ on NW course within 25 miles.
COLUMBUS, N. MEX. Columbis Airport, 4024′ SBMRAZ-DTV 284 kc, CUS Procedure No. 1.				N side E course: 078 outbound. 258 inbound. 6,500′ within 25 miles.	5,500	262—1.9	T-d T-n C-d C-n A-d A-n	1,000-2.0 1,000-3.0 1,000-2.0 1,000-3.0 1,500-3.0 1,500-4.0	1,000-2.0 1,000-3.0 1,000-2.0 1,000-3.0 1,500-3.0 1,500-4.0	Within 1.9 miles, climb to 9,000′ on W course within 25 miles.
COLUMBUS, OHIO Port Columbus Airport, 816′ SBRAZ-DTV 391 kc, CMH Procedure No. 1	Mt. Liberty FM		2,300	S side W course: 274 outbound. 094 inbound. 2,400′ within 25 miles.	1,900	072—1.2	T-dn C-d C-n A-dn	300-1.0 500-1.0 500-1.5 800-2.0	300-1.0 500-1.5 500-1.5 800-2.0	Within 1.2 miles, climb to 2,300′ on E course within 25 miles, or when directed by ATC, make left turn, climb to 2,300′ on NE course within 25 miles (intersect NE course of Columbus LFR on course of 350°).
	Newark FM		2,300							
	Hilliard FM (final)		1,900							

LOW FREQUENCY RANGE PROCEDURES—Continued

City and State; airport name, elevation; class of facility; frequency; identification; procedure No.	Initial approach to facility: From—	Initial approach to facility: Course and distance	Initial approach to facility: Minimum altitude (ft.)	Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance facility to airport	Ceiling and visibility minimums: Condition	Ceiling and visibility minimums: Type aircraft: 75 m. p. h. or less	Ceiling and visibility minimums: Type aircraft: More than 75 m. p. h.	If visual contact not established at authorized landing minimums after passing facility within distance specified below, or if landing not accomplished; remarks
CONCORD, N. H. Concord Airport, 345′ BMRLZ-DTV 251 kc, CON Procedure No. 1	----------	----------	----------	W side SE course: 164 outbound. 344 inbound. 2,000′ within 25 miles.	1,400	323—1.9	T-dn C-dn A-dn	300-1.0 500-1.0 800-2.0	300-1.0 600-1.5 800-2.0	Within 1.9 miles, climb to 5,000′ on NW course within 25 miles, or as directed by ATC.
CORPUS CHRISTI, TEX. Cliff Maus Field, 42′ SBMRLZ-DTV 382 kc; CRP Procedure No. 1	Odem FM (Final)	----------	840	W side NW course: 319 outbound. 139 inbound. 1,400′ within 25 miles.	840	136—2.9	T-dn C-dn S-d S-n 12 A-dn	300-1.0 500-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 500-1.5 800-2.0	Within 2.9 miles, climb to 1,400′ on SW course within 25 miles, or as directed by ATC.
CRESTVIEW, FLA. Crestview Airport, 274′ SBRAZ-DTV 350 kc; CEW Procedure No. 1	Eglin LFR	----------	1,400	N side E course: 084 outbound. 264 inbound. 1,200′ within 25 miles.	800	263—2.6	T-dn C-d C-n A-dn	300-1.0 500-1.0 500-2.0 800-2.0	NA NA NA NA	Within 2.6 miles, climb to 1,200′ on W course within 25 miles, or as directed by ATC.
CROSS CITY, FLA. Cross City Airport, 42′ SBMRAZ-DTV 269 kc; CTY Procedure No. 1	----------	----------	----------	E side SE course: 135 outbound. 315 inbound. 1,100′ within 25 miles.	600	315—2.7	T-dn C-dn S-dn 31 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 2.7 miles, climb to 1,200′ on NW course, or as directed by ATC.
CUT BANK, MONT. Cut Bank Airport, 3,900′ SBMRAZ-DTV 263 kc; CTB Procedure No. 1	----------	----------	----------	E side SE course: 130 outbound. 310 inbound. 5,500′ within 25 miles.	4,800	328—3.1	T-dn C-d C-n A-dn	300-1.0 500-1.0 500-2.0 800-2.0	300-1.0 600-1.5 600-2.0 800-2.0	Within 3.1 miles, climb to 6,000′ on N course within 17 miles.
DAGGETT, CALIF. Daggett Airport, 1,927′ SBRAZ-DTV 365 kc, DAG Procedure No. 1	----------	----------	----------	N side W course: 244 outbound. 064 inbound. 6,000′ within 25 miles.	3,900	076—0.0	T-dn* C-dn A-dn	2,000-4.0 2,000-4.0 2,000-4.0	2,000-4.0 2,000-4.0 2,000-4.0	Within 0.0 miles, climb to 9,000′ on E course. *500-1 for take-offs to E and NE only
DALLAS, TEX. Love Field, 483′ SBMRAZ-DTV 341 kc; DAL Procedure No. 1	Int. N course Dallas LFR and E course Ft. Worth LFR. Duncanville FM (final) Dallas FM (final) Dallas VOR	--------- --------- --------- 230—11.0	1,700 1,380 1,200 2,000	E side S course: 176 outbound. 356 inbound. 2,000′ within 25 miles.	1,380*	356—2.2	T-dn C-dn S-dn 36 A-dn	300-1.0 500-1.5 #500-1.0 800-2.0	300-1.0 500-1.5 #500-1.0 800-2.0	Within 2.2 miles, climb to 2,000′ on N course within 25 miles of LFR, or when directed by ATC, turn right, climb to 2,000′, make good a track of 045° from Dallas LFR, intercept and proceed E on E course of Ft. Worth LFR within 25 miles. *If Dallas FM received, altitude over ranging station on final approach is 1,200′. #When Dallas FM not received, circling minimums required. CAUTION: 1,001′ msl obstruction, 3.5 miles ESE of LFR.
DAVENPORT, IOWA	(SEE MOLINE, Ill.)									
DAYTON, OHIO Dayton Airport 1,008′ SBMLZ-DTV 245 kc; DAY Procedure No. 1	Verona FM (final)	----------	1,700	S side W course: 270 outbound. 090 inbound. 2,000′ within 25 miles.	1,700	090—3.2	T-dn C-dn S-dn 9 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 3.2 miles, climb to 2,100′ on N course.
DAYTONA BEACH, FLA. Dayton Beach Airport 34′ SBMLZ-DTV 236 kc; DAB Procedure No. 1	Int. E course Daytona Beach LFR and NE course Orlando LFR.	----------	1,200	S side W course: 281 outbound. 101 inbound. 1,100′ within 10 miles. 1,200′ within 25 miles.	600	101—2.1	T-dn C-dn S-dn 10 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 2.1 miles, climb to 1,200′ on E course within 15 miles of LFR, or as directed by ATC.
DELTA, UTAH Delta Airport 4,755′ SBRAZ-DTV 212 kc; DTA Procedure No. 1	----------	----------	----------	W side SW course: 188 outbound. 008 inbound. 7,000′ within 15 miles. 8,000 within 25 miles.	5,800	018—3.6	T-d T-n C-dn A-dn	500-1.0 500-2.0 800-2.0 800-2.0	500-1.0 500-2.0 800-2.0 800-2.0	Within 3.6 miles, climb to 11,000′ on NE course, or as directed by ATC.

LOW FREQUENCY RANGE PROCEDURES—Continued

City and State; airport name, elevation; class of facility; frequency; identification; procedure No.	Initial approach to facility: From—	Initial approach to facility: Course and distance	Initial approach to facility: Minimum altitude (ft.)	Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance facility to airport	Ceiling and visibility minimums: Condition	Ceiling and visibility minimums: Type aircraft: 75 m. p. h. or less	Ceiling and visibility minimums: Type aircraft: More than 75 m. p. h.	If visual contact not established at authorized landing minimums after passing facility within distance specified below, or if landing not accomplished; remarks
DENVER, COLO. Stapleton Field, 5,325′ SBMRAZ-DTV 379 kc; DEN Procedure No. 1	Dacono FM		6,300	E side N course: 348 outbound. 168 inbound. 6,300′ within 25 miles.	5,900	162—2.4	T-dn C-dn S-dn 17 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 2.4 miles, climb to 8,900′ on S course, or as directed by ATC. *Descent below 8,900′ not authorized until 3 miles N of Franktown FM due to 6,715′ msl terrain 6 miles NW of Franktown. #All procedure turns on N course will be made to E on account of high terrain to W. SHUTTLE: On N course within 25 miles, or as directed by ATC on S course LFR between range and Aurora FM, or on E course LFR. CAUTION: 5,918′ msl radio tower, 5 miles SE of airport.
	Henderson FM (final)		5,900							
	Watkins FM		6,300							
	Franktown FM (Northbound only).		7,000*							
Procedure No.2	Dacono or Henderson FM*		6,300	E side S course: 155 outbound. 335 inbound. 7,000′ within 10 miles** (NA beyond 10 miles).	7,000 (Over Aurora FM)	335—6.5 (From Aurora FM)	T-dn C-dn A-dn	300-1.0 500-1.0 800-2.0	300-1.0 500-1.5 800-2.0	Within 6.5 miles from Aurora FM, climb to 6,500′ on N course within 20 miles, or as directed by ATC. *If contact not established at range station, climb to 8,900′ on S course. **Procedure turn must be accomplished within 10 miles of Aurora FM on account of high terrain to S. *Descent below 8,900′ not authorized until 3 miles N of Franktown FM due to 6,715′ msl terrain 6 miles NW of Franktown. SHUTTLE: On N course within 25 miles, or as directed by ATC on S course LFR between range and Aurora FM, or on E course LFR. CAUTION: 5,918′ msl radio tower, 5 miles SE of airport.
	Watkins FM*		6,300							
	Franktown FM (Northbound only).		7,000#							
DES MOINES, IOWA Des Moines Airport, 957′ SBRAZ-DTV 212 kc; DSM Procedure No. 1	Martensdale FM (final)		1,600	E side S course: 185 outbound. 005 inbound. 2,100′ within 15 miles.* 2,200′ within 25 miles.*	1,600*	343—2.2	T-dn C-dn S-dn 35 A-dn	300-1.0 500-1-0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 2.2 miles, immediately turn left and climb to 2,600′ on W course. *If procedure turn is accomplished beyond 10 miles, altitude inbound to Martensdale FM is 1,700′. CAUTION: 1549′ msl TV tower located 3.2 miles NNE of airport. #When TV tower not visible on N, NE, E and W take-offs, climb to 2,500′ before turning toward tower.
DETROIT, MICH. Detroit-Wayne Major Airport, 639′ SBRAZ-DTV 388 kc; RML Procedure No. 1	Willow Run LOM (final)		1,500	S side W course. 261 outbound. 081 inbound. 1,900′ within 10 miles. 2,000′ within 25 miles.	1,500	107—1.6	T-dn C-dn A-dn	300-1.0 500-1.0 800-2.0	300-1.0 500-1.5 800-2.0	Within 1.6 miles, climb to 2,300′ on E course, or when directed by ATC, make right turn climbing to 2,300′ and proceed via SE course to Flat Rock Int.
Willow Run Airport, 716′ Procedure No. 1	Int. E course Detroit LFR and 300° brg to Detroit VOR or 295° brg to Ford Rbn (Final)		1,800	N side E course: 086 outbound. 266 inbound. 2,300′ within 25 miles.	1,800	274—6.3	T-dn C-dn S-dn 27L/R A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 6.3 miles, climb to 2,000′ on W course, or when directed by ATC, (1) proceed direct to Willow Run ILS LOM, climbing to 2,300′, or (2) make right turn and proceed via S course salem VAR, climbing to 2,300′.
Detroit City Airport	(SEE WINDSOR, ONT.)									
DICKINSON, N. DAK. Dickinson Airport, 2,589′ SBMRAZ-DTV 308 kc; DIK Procedure No. 1				W side N course: 348 outbound. 168 inbound. 3,800′ within 10 miles. 4,000′ within 25 miles.	3,260	168—2.1	T-dn C-d C-n A-dn	300-1.0 500-1.0 800-2.0 800-2.0	300-1.0 600-1.5 800-2.0 800-2.0	Within 2.1 miles, climb to 4,000′ on S course within 20 miles.
DILLON, MONT. Dillon Airport, 5,238′ BMRLZ-DTV 379 kc; DLN Procedure No. 1				W side NE course: 005 outbound. 185 inbound. 8,000′ within 10 miles. 9,000′ within 25 miles.	7,240	169—2.1	T-d T-n C-dn A-dn	1,000-1.0 1,000-2.0 2,000-3.0 2,000-3.0	1,000-1.0 1,000-2.0 2,000-3.0 2,000-3.0	Within 2.1 miles, turn right and climb to 11,500′ on NE course within 25 miles.

LOW-FREQUENCY RANGE PROCEDURES—Continued

City and State; airport name, elevation; class of facility; frequency; identification; procedure No.	Initial approach to facility: From—	Initial approach to facility: Course and distance	Initial approach to facility: Minimum altitude (ft.)	Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance facility to airport	Ceiling and visibility minimums: Condition	Ceiling and visibility minimums: Type aircraft: 75 m. p. h. or less	Ceiling and visibility minimums: Type aircraft: More than 75 m. p. h.	If visual contact not established at authorized landing minimums after passing facility within distance specified below, or if landing not accomplished; remarks
DOTHAN, ALA. Dothan Airport, 330′ SBRAZ-DTV 233 kc; DHN Procedure No. 1	----------	----------	----------	S side SW course: 243 outbound. 063 inbound. 1,400′ within 25 miles.	900	047—3.7	T-dn C-dn S-dn 5 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 3.7 miles, climb to 1,500′ on NE course within 25 miles.
Napier Field	(Make let-down to Dothan Airport. Fly VFR from Dothan Airport to Napier Field).									
DRUMMOND, MONT.	(NO PROCEDURE APPROVED)									
DUBOIS, IDAHO Dubois Airport, 5,123′ SBRAZ-DTV 388 kc; DBS Procedure No. 1	----------	----------	----------	E side S course: 152 outbound. 332 inbound. 7,000′ within 25 miles.	6,000	332—1.7	T-d T-n C-d C-n A-dn	500-1.0 500-2.0 800-1.0 800-2.0 800-2.0	500-1.0 500-2.0 800-1.0 800-2.0 800-2.0	Within 1.7 miles. Make immediate left turn and climb to 7,500′ on S course within 25 miles. SHUTTLE: to 7,000′ on S course.
EFFINGHAM, ILL.	(NO PROCEDURE APPROVED)									
ELKINS, W. VA. Elkins Airport, 1,897′ SBMRAZ-DTV 281 kc; EKN Procedure No. 1	----------	----------	----------	W side N course: 353 outbound. 173 inbound. 4,500′ within 25 miles.	4,500	173—2.9	T-d T-n C-d C-n A-d A-n	1,000-2.0 NA 2,000-2.0 NA 2,000-3.0 NA	1,000-2.0 NA 2,000-2.0 NA 2,000-3.0 NA	Within 2.9 miles, climb to 6,000′ on S course within 25 miles.
ELKO, NEV. Elko Airport, 5,136′ SBRAZ-DPTV 391 kc; EKO Procedure No. 1	Deeth FM Carlin FM (final)	--------- ---------	9,000 7,600	N side W course: 230 outbound. 050 inbound. 8,500′ within 15 miles. 10,000′ within 25 miles.	7,600	203—0.8	T-d T-n C-dn A-dn	1,000-2.0 1,000-3.0 2,500-3.0 2,500-3.0	1,000-2.0 1,000-3.0 2,500-3.0 2,500-3.0	Within 0.0 mile, climb to 9,000′ on NE course between range and Deeth FM, making procedure turn on N side of NE course.
ELLENSBURG, WASH. Bowers Field, 1,766′ SBMRAZ-DTV 379 kc; ELN Procedure No. 1	Ellensburg VOR	229—1.5	5,500	S side E course:* 049 outbound. 229 inbound. 5,500′ within 10 miles. (NA beyond 10 miles).	4,000	279—2.0	T-dn C-dn A-dn	1,000-1.0 1,500-2.0 1,500-3.0	1,000-1.0 1,500-2.0 1,500-3.0	Within 2.0 miles, turn left, climb to 7,000′ on E course. Climb to 5,500′ within 10 miles of LFR, or as directed by ATC. *Procedure turn not authorized on N side E course due to high terrain. CAUTION: 4,800′ terrain 10 miles NE of LFR station.
ELMIRA, N. Y. Chemung County Airport, 951′ SBRAZ-DTV 385 kc; ELM Procedure No. 1	----------	----------	----------	S side SW course: 223 outbound. 043 inbound. 3,000′ within 15 miles. 3,400′ within 20 miles. 3,500′ within 25 miles.	2,500	075—1.7	T-d T-n C-d C-n A-d A-n	800-2.0 800-3.0 1,200-2.0 1,200-3.0 1,800-2.0 1,800-3.0	800-2.0 800-3.0 1,200-2.0 1,200-3.0 1,800-2.0 1,800-3.0	Within 1.7 miles, climb to 3,500′ on NE course.
ENTERPRISE, UTAH Enterprise Airport, 5,204′ SBMRAZ-DTV 341 kc; ENP Procedure No. 1	----------	----------	----------	W side NE course: 020 outbound. 200 inbound. 8,500′ within 25 miles.	7,200	025—3.3	T-dn C-dn A-dn	1,000-2.0 2,000-4.0 2,000-4.0	1,000-2.0 2,000-4.0 2,000-4.0	Within 0.0 mile, turn left and climb to 9,000′ on NE course. CAUTION: High terrain 3 miles S and W, also 6 miles E of range station.
EPHRATA, WASH. Ephrata Airport, 1,258′ BMRLZ-DTV 269 kc; EPH Procedure No. 1	S—Not authorized*	----------	----------	N side W course: 229 outbound. 049 inbound. 3,500′ within 10 miles (NA beyond 10 miles).	2,600	336—3.9	T-dn# C-d C-n# A-d A-n#	300-1.0 800-2.0 1,000-2.0 1,000-3.0 1,200-3.0	300-1.0 800-2.0 1,000-2.0 1,000-3.0 1,200-3.0	Within 2.0 mile, execute climbing right turn, climb to 4,000′ on E course within 25 miles of LFR. *Initial approaches not authorized over danger area. Procedure turn on S side W course not authorized due to danger area. #Night takeoffs and landings authorized on runway 2/20 only. CAUTION: Do not maneuver beyond 1.5 miles W of airport, 2,050′ msl towers and 2,200′ msl terrain located 2 and 4 miles respectively W of airport. SHUTTLE: If necessary, on E course to 4,000′ within 10 miles of LFR. All turns on N side E course.

LOW FREQUENCY RANGE PROCEDURES—Continued

City and State; airport name, elevation; class of facility; frequency; identification; procedure No.	Initial approach to facility: From—	Initial approach to facility: Course and distance	Initial approach to facility: Minimum altitude (ft.)	Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance facility to airport	Ceiling and visibility minimums: Condition	Ceiling and visibility minimums: Type aircraft: 75 m. p. h. or less	Ceiling and visibility minimums: Type aircraft: More than 75 m. p. h.	If visual contact not established at authorized landing minimums after passing facility within distance specified below, or if landing not accomplished; remarks
ERIE, PA. Port Erie Airport, 732′ SBMRAZ-DIV 371 kc; ERI Procedure No. 1	North Springfield FM (final)	----------	1,500	S side SW course: 249 outbound. 069 inbound. 2,000′ within 25 miles.	1,500	063—2.0	T-dn C-dn A-dn	500-1.0 500-1.5 800-2.0	300-1.0 500-1.5 800-2.0	Within 2.0 miles, climb to 2,500′ on NE course.
EUGENE, OREG. Mahlon Sweet Airport, 365′ SBRAZ-DTV 248 kc; EUG Procedure No. 1	Cottage Grove FM	----------	4,000	W side N course: 356 outbound. 176 inbound. 3,000′ within 25 miles.	1,500	150—4.5	T-dn C-dn S-dn 16 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 600-1.5 500-1.0 800-2.0	Within 4.5 miles, turn right, climb to 3,000′ on N course LFR within 25 miles or as directed by ATC.
EVERETT, WASH. Paine AFB, 603′ MRLWZ 385 kc; EVE Procedure No. 1	Int. N course Everett LFR and E course Patricia Bay LFR.	----------	3,000	W side S course: 156 outbound. 336 inbound. 1,600′ within 15 miles. 2,000′ within 20 miles. 3,000′ within 25 miles	1,400	325—3.1	T-dn C-d C-n A-dn	300-1.0 500-1.0 500-1.5 800-2.0	300-1.0 600-1.5 600-2.0 800-2.0	Within 3.1 miles, climb to 3,100′ on N course within 25 miles. CAUTION: High terrain on E side of S course.
	Int. E course Everett LFR and NE course Seattle LFR.	----------	2,000							
	Int. S course Everett LFR and E course Seattle NAS LFR (final).	----------	1,400							
	Int. W course Everett LFR and NW course Seattle LFR.	----------	2,000							
FAIRFIELD, UTAH	(NO PROCEDURE AUTHORIZED)									
FARGO, N. DAK. Hector Field, 900′ SBRAZ-DTB 365 kc; FAR Procedure No. 1	Duluth LFR	----------	3,100	N side E course: 080 outbound. 260 inbound. 2,100′ within 10 miles. 2,200′ within 15 miles. 2,300′ within 20 miles. 2,400′ within 25 miles.	1,600	278—0.9	T-dn C-d C-n A-dn	300-1.0 500-1.0 500-1.5 800-2.0	300-1.0 500-1.5 500-1.5 800-2.0	Within 0.9 mile, climb to 2,600′ on W course.
	Glyndon FM (final)	----------	1,600							
	Barnesville FM	----------	2,300							
	Wheatland FM	----------	2,200							
Procedure No. 2	Duluth LFR	----------	3,100	S side W course: 263 outbound. 083 inbound. 2,200′ within 20 miles. 2,300′ within 25 miles.	1,700 (Over West Fargo FM)	083—3.8 (From West Fargo FM)	T-dn C-d C-n A-dn	300-1.0 500-1.0 500-1.5 800-2.0	300-1.0 500-1.5 500-1.5 800-2.0	Within 3.8 miles from West Fargo FM, climb to 2,600′ on E course.
	Glyndon FM	----------	2,100							
	Barnesville FM	----------	2,300							
	Wheatland FM (final)	----------	1,700							
FAYETTEVILLE, N. C. Grannis Airport, 188′ SBMRAZ (Pope AFB LFR) 338 kc; FTB Procedure No. 1	Int. E course Pope AFB LFR and S course Raleigh LFR.	----------	1,500	E side S course: 175 outbound. 355 inbound. 1,500′ within 25 miles.	980#	147—11.0	T-dn C-dn A-dn	300-1.0 800-2.0 1,000-2.0	300-1.0 800-2.0 1,000-2.0	Within 0.0 mile, climb to 2,000′ on N course. *Danger area on W course. #If unable to maintain contact at 980′ msl, approach will be discontinued and climb made to 2,000′ on N course Pope LFR. CAUTION: 502′ msl tower located 0.5 mile SW of range station.
	W—Not authorized.*									
FLORENCE, S. C. Florence Airport, 146′ SBMRLZ-DTV 320 kc; FLO Procedure No. 1	Int. NE course Florence LFR and NW course Myrtle Beach VAR.	----------	1,200	N side SE course: 112 outbound. 292 inbound. 1,200′ within 25 miles.	800	292—1.7	T-dn C-dn A-dn	300-1.0 500-1.0 800-2.0	300-1.0 500-1.5 800-2.0	Within 1.7 miles, climb to 1,500′ on NW course within 25 miles.
FORT BRIDGER, WYO. Fort Bridger Airport, 7016′ SBRAZ-DTV 383 kc; FBR Procedure No. 1	----------	----------	----------	N side E course: 057 outbound. 237 inbound. 8,500′ within 10 miles*. 9,000′ within 25 miles.	7,520*	242—1.8	T-dn C-d C-n A-dn	300-1.0 500-1.0 500-2.0 800-2.0	NA NA NA NA	Within 1.8 miles, turn N and climb to 10,000′ on E course LFR. *If procedure turn accomplished beyond 10 miles, altitude over range on final approach is 8,000′.
FORT JONES, CALIF.	(NO PROCEDURE APPROVED)									

LOW FREQUENCY RANGE PROCEDURES—Continued

City and State; airport name, elevation; class of facility; frequency; identification; procedure No.	Initial approach to facility: From—	Initial approach to facility: Course and distance	Initial approach to facility: Minimum altitude (ft.)	Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance facility to airport	Ceiling and visibility minimums: Condition	Ceiling and visibility minimums: Type aircraft: 75 m. p. h. or less	Ceiling and visibility minimums: Type aircraft: More than 75 m. p. h.	If visual contact not established at authorized landing minimums after passing facility within distance specified below, or if landing not accomplished; remarks
FORT MYERS, FLA. Page Field, 17′ SBRAZ-DTV 341 kc; FMY Procedure No. 1	----------	----------	----------	S side SW course: 218 outbound. 038 inbound. 1,200′ within 25 miles.	700	038—3.7	T-dn C-dn S-dn 4 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 3.7 miles, climb to 1,200′ on NE course within 25 miles, or as directed by ATC.
FORT WAYNE, IND. Baer Field, 801′ SBMRLZ-DTV 251 kc; FWA Procedure No. 1	Markle FM (final)	----------	1,500	S side SW course: 231 outbound. 051 inbound. 2,000′ with 25 miles.	1,500	051—3.5	T-dn C-dn S-dn 4 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 3.5 miles, climb to 2,300′ on NE course.
FRESNO, CALIF. Fresno-Chandler Airport 280′ SBRAZ-DTV 344 kc, FNO Procedure No. 1	Bowles FM (final)	----------	800	W side SE course: 136 outbound. 316 inbound. 1,500′ within 25 miles.	800	035—1.0	T-dn C-dn A-dn	300-1.0 500-2.0 800-2.0	NA NA NA	Within 0.0 mile, climb to 2,000′ on W course, within 20 miles or as directed by ATC.
Procedure No. 2	Bowles FM	----------	1,300	S side W course: 271 outbound. 091 inbound. 1,500′ within 10 miles. 1,500′ within 25 miles.	800	035—1.0	T-dn C-dn A-dn	300-1.0 500-2.0 800-2.0	NA NA NA	Within 0.0 miles, climb to 1,500′ on SE course within 20 miles or as directed by ATC.
Fresno Air Terminal	(Make let-down to Fresno-Chandler Airport. Fly VFR from Fresno-Chandler Airport to Fresno Air Terminal.)									
Furlong Field	(Make let-down to Fresno-Chandler Airport. Fly VFR from Fresno-Chandler Airport to Furlong Field.)									
FRONT ROYAL, VA.	(NO ASSOCIATED AIRPORT)									
GAGE, OKLA. Gage Airport, 2,223′ SBRAZ-DTV 266 kc; GAG Procedure No. 1	----------	----------	----------	N side NE course: 044 outbound. 244 inbound. 3,600′ within 25 miles.	3,100	226—2.0	T-dn C-dn A-dn	300-1.0 500-1.0 800-2.0	300-1.0 500-1.5 800-2.0	Within 2.0 miles, climb to 4,500′ on SW course.
GILA BEND, ARIZ. Gila Bend AF Auxiliary 858′ SBRAZ-DTV 257 kc; GBN Procedure No. 1	----------	----------	----------	S side W course:* 247 outbound. 067 inbound. 3,000′ within 15 miles. 4,000′ within 25 miles.	1,600	166—4.0	T-d T-n C-d C-n S-d S-n 17 A-d A-n	300-1.0 NA 700-1.5 NA 700-1.0 NA 800-2.0 NA	300-1.0 NA 700-1.5 NA 700-1.0 NA 800-2.0 NA	Within 0.0 mile, climb to 5,000′ on E course within 25 miles. *Maneuvering area on S side W course restricted to 7 miles in width by danger area.
GORDONSVILLE, VA. Gordonsville Airport, 458′ SBMRAZ-DTV 388 kc; GVE Procedure No. 1	Int. SW course Gordonsville LFR and NW course Richmond LFR.	----------	2,500	S side SW course: 247 outbound. 067 inbound. 2,500′ within 20 miles (NA beyond 20 miles).	2,000	136—2.5	T-d T-n C-d C-n A-d A-n	800-1.0 NA 1,000-2.0 NA 1,500-8.0 NA	800-1.0 NA 1,000-2.0 NA 1,500-3.0 NA	Within 2.5 miles, climb to 3,000′ on SE course. SHUTTLE: NE course to 3,000′. CAUTION: 1,820′ terrain 5 miles NW of LFR.
GOSHEN, IND. Goshen Airport, 823′ SBRAZ-DTV 320 kc; GSH Procedure No. 1	----------	----------	----------	S side W course: 270 outbound. 090 inbound. 2,000′ within 10 miles. 2,100′ within 25 miles.	1,500	090—2.7	T-dn C-dn S-d S-n 9 A-dn	300-1.0 500-1.5 500-1.0 500-1.5 800-2.0	NA NA NA NA NA	Within 2.7 miles, climb to 2,300′ on E course.

LOW FREQUENCY RANGE PROCEDURES—Continued

City and State; airport name, elevation; class of facility; frequency; identification; procedure No.	Initial approach to facility			Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance facility to airport	Ceiling and visibility minimums			If visual contact not established at authorized landing minimums after passing facility within distance specified below, or if landing not accomplished; remarks
	From—	Course and distance	Minimum altitude (ft.)				Condition	Type aircraft: 75 m. p. h. or less	Type aircraft: More than 75 m. p. h.	
GRAND FORKS, N. DAK. Grand Forks International Airport 836′ BMLZ-DTV 388 kc; GFK Procedure No. 1	----------	----------	----------	E side S course: 171 outbound. 351 inbound. 2,000′ within 25 miles.	1,500	351—3.4	T-dn C-d C-n S-d S-n 35 A-dn	300-1.0 500-1.0 500-1.5 500-1.0 500-1.5 800-2.0	300-1.0 500-1.5 500-1.5 500-1.0 500-1.5 800-2.0	Within 3.4 miles, climb to 2,100′ on N course, or as directed by ATC. NOTE: ADF procedure not authorized.
GRAND ISLAND, NEBR. Grand Island Airport, 1,846′ SBMRLZ-DTV 263 kc; GRI Procedure No. 1	Grand Island VOR	345—0.9	3,100	W side N course: 345 outbound. 165 inbound. 3,100′ within 15 miles. 3,200′ within 25 miles.	2,440	155—1.7	T-dn C-dn A-dn	300-1.0 500-1.0 800-2.0	300-1.0 500-1.5 800-2.0	Within 1.7 miles, climb to 3,200′ on S course within 25 miles, or as directed by ATC.
GRAND MARAIS, MICH. Grand Marais Airport, 838′ BRL-DTV 341 kc; GMI Procedure No. 1	----------	----------	----------	S side W course: 291 outbound. 111 inbound. 2,400′ within 25 miles.	1,700	111—3.3	T-dn C-dn S-dn 13 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 3.3 miles, climb to 2,500′ on E course.
GRAND RAPIDS, MICH. Kent County Airport, 692′ SBMRLZ-DTV 329 kc; GRR Procedure No. 1	Alaska FM (final)	----------	1,460	E side SE course: 123 outbound. 303 inbound. 2,000′ within 25 miles.	1,460	303—2.0	T-dn C-d C-n S-d S-n 30 A-dn	300-1.0 500-1.0 500-1.5 500-1.0 500-1.5 800-2.0	300-1.0 500-1.5 500-1.5 500-1.0 500-1.5 800-2.0	Within 2.0 miles, climb to 1,900′ on NW course, or as directed by ATC. CAUTION: 912′ msl stack located approximately 0.5 mile WSW of airport.
GREENSBORO, N. C. Greensboro-High Point Airport, 913′ SBRAZ-DTV 365 kc; GSO Procedure No. 1	Summit Hill FM (final)	----------	1,800	N side NE course:	1,800	250—1.4	T-dn C-d C-n A-dn	300-1.0 500-1.0 500-1.5 800-2.0	300-1.0 500-1.5 500-1.5 800-2.0	Within 1.4 miles, make left turn and climb to 2,300′ on SE course within 25 miles, or when directed by ATC, make right turn, climb to 4,000′ on NW course within 25 miles.
	Int. SW course Greensboro LFR and SE course Winston-Salem LFR.		2,300	057 outbound. 237 inbound. 2,300′ within 25 miles.						
GREENVILLE, S. C. Greenville Airport, 1,049′ SBMRLZ-DTV 281 kc; GRL Procedure No. 1	Int. S. course Greenville LFR and SW course Spartanburg LFR.	----------	1,800	W side S course: 182 outbound. 002 inbound. 2,500′ within 25 miles.	1,700	002—1.9	T-dn C-d C-n A-dn	300-1.0 500-1.0 500-1.5 800-2.0	300-1.0 500-1.5 500-1.5 800-2.0	Within 1.9 miles, climb to 3,000′ on course of 005° within 15 miles, then turn left intercepting N course Greenville LFR then proceed S.
GREENWOOD, MISS. Greenwood Municipal Airport, 129′ BMLZ-DTV 281 kc; GRW Procedure No. 1	----------	----------	----------	N side E course: 085 outbound. 265 inbound. 1,600′ within 25 miles.	1,100	265—1.9	T-dn C-dn A-dn	330-1.0 500-1.0 800-2.0	300-1.0 500-1.5 800-2.0	Within 1.9 miles, climb to 1,500′ on W course within 25 miles. NOTE: Not approved for ADF approach.
Greenwood Airport, 162′ Procedure No. 1	----------	----------	----------	S side W course: 265 outbound. 085 inbound. 1,500′ within 25 miles.	900	085—3.9	T-dn C-d C-n S-d S-n A-dn	300-1.0 500-1.0 500-1.5 500-1.0 500-1.5 800-2.0	300-1.0 500-1.5 500-1.5 500-1.0 500-1.5 800-2.0	Within 3.9 miles, climb to 1,500′ on E course within 25 miles.
GULFPORT, MISS. Gulfport Airport, 28′ MRLWZ (Keesler AFB LFR) 391 kc, BIX Procedure No. 1	----------	----------	----------	N side NE course: 030 outbound. 210 inbound. 1,500′ within 25 miles.	1,040	249—10.0	T-dn C-d C-n A-dn	300-1.0 1,000-1.0 1,000-2.0 1,000-2.0	300-1.0 1,000-1.0 1,000-2.0 1,000-2.0	Within 10.0 miles, Climb to 1,500′ on SW course within 25 miles, or as directed ty ATC.
HARRISBURG, PA. Harrisburg State Airport, 347′ SBRAZ-DTV 242 kc; HAR Procedure No. 1	New Kingston FM (final)	----------	1,820	S side W course: 284 outbound. 104 inbound. 2,400′ within 10 miles. 3,000′ within 15 miles. 3,500′ within 25 miles.	1,820	118—1.1	T-d# T-n# C-dn* A-dn*	500-1.0 500-2.0 1,000-2.0 1,000-2.0	500-1.0 500-2.0 1,000-2.0 1,000-2.0	Within 1.1 miles, climb to 2,000′ on E course. *Landing to N authorized daylight only with ceiling 1,500′ or better. #Takeoff S on N/S runway not authorized.

LOW FREQUENCY RANGE PROCEDURES—Continued

City and State; airport name, elevation; class of facility; frequency; identification; procedure No.	Initial approach to facility: From—	Initial approach to facility: Course and distance	Initial approach to facility: Minimum altitude (ft.)	Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance facility to airport	Ceiling and visibility minimums: Condition	Ceiling and visibility minimums: Type aircraft: 75 m. p. h. or less	Ceiling and visibility minimums: Type aircraft: More than 75 m. p. h.	If visual contact not established at authorized landing minimums after passing facility within distance specified below, or if landing not accomplished; remarks
HARTFORD, CONN. Brainard Airport, 18′ SBMRAZ-DTV 329 kc; HFD Procedure No. 1	----------	----------	----------	E side SE course: 143 outbound. 232 inbound. 2,000′ within 25 miles.	1,420	318—2.3	T-dn C-dn A-dn	300-1.0 600-1.5 800-2.0	300-1.0 600-1.5 800-2.0	Within 2.3 miles, turn right and climb to 2,000′ on SE course.
Rentschler Field 45′ Procedure No. 1	----------	----------	----------	E side SE course: 143 outbound. 323 inbound. 2,000′ within 25 miles.	1,420	001—2.4	T-dn C-dn A-dn	300-1.0 600-1.5 800-2.0	300-1.0 600-1.5 800-2.0	Within 2.4 miles, turn right and climb to 2,000′ on SE course.
HARVEY, ILL. Rubinkam Airport.	(No procedure established because of heavy traffic in Chicago area)									
HELENA, MONT. Helena Airport, 3,882′ SBMRAZ-DTV 371 kc; HLN Procedure No. 1	Winston FM (final)* McDonald Pass FM	---------- ----------	6,500 8,500	N side SE course: 100 outbound. 280 inbound. 7,500′ within 10 miles. 8,500′ within 25 miles.	5,800	252—1.9	T-d T-n C-d C-n A-d A-n	800-1.0 1,000-1.5 1,500-2.0 1,500-3.0 1,500-2.0 1,500-3.0	800-1.0 1,000-1.5 1,500-2.0 1,500-3.0 1,500-2.0 1,500-3.0	Within 1.9 miles, make right climbing turn to SE course, climb to 8,500′ within 10 miles of range. *Maintain at least 8,500′ until 3 miles past Winston FM. SHUTTLE: To 8,500′ on SE course within 25 miles.
HOBBS, N. MEX. Lea County Airport, 3,659′ BMRLZ-DTV 293 kc; HOB Procedure No. 1	Hobbs VOR	127—7.0	5,000	E side N course:* 348 outbound. 168 inbound. 5,000′ within 25 miles.	4,500	168—8.4	T-dn C-d C-n A-dn	300-1.0 600-1.0 600-2.0 800-2.0	300-1.0 600-1.5 600-2.0 800-2.0	Within 8.4 miles, climb to 5,000′ on S course within 25 miles, or as directed by ATC. *Procedure turn to E due to obstruction to W. NOTE: ADF procedure not authorized.
HOMESTEAD, FLA. Homestead AFB, 7′ SMRLZ-DTV 266 kc; HST Procedure No. 1	----------	----------	----------	S side W course: 267 outbound. 087 inbound. 1,200′ within 25 miles.	1,200	087—5.5	T-dn C-n C-n S-d S-n 9 A-dn	300-1.0 500-1.0 500-1.5 500-1.0 500-1.5 800-2.0	300-1.0 500-1.5 500-1.5 500-1.0 500-1.5 800-2.0	Within 5.5 miles, climb to 1,400′ on E course.
HOUGHTON, MICH. Houghton County Memorial Airport 1091′ BRL-DTV 227 kc; CMX Procedure No. 1	----------	----------	----------	W side N course: 018 outbound. 198 inbound 2,500′ within 25 miles.	2,000	207—3.3	T-dn C-dn A-dn	300-1.0 500-1.0 800-2.0	300-1.0 500-1.5 800-2.0	Within 3.3 miles, climb to 2,900′ on S course.
HOULTON, MAINE Houlton Airport, 493′ BMRLZ-DTV 272 kc; HUL Procedure No. 1	----------	----------	----------	E side N course:* 015 outbound. 195 inbound. 2,000′ within 15 minutes. 2,700′ within 25 miles.	1,500	200—3.1	T-dn C-d C-n A-dn	500-1.0 600-1.0 600-1.5 1,000-2.0	500-1.0 800-1.5 800-2.0 1,000-2.0	Within 3.1 miles, climb to 2,500′ on S course within 25 miles. *Procedure turn E to avoid terrain to W. NOTE: (1) Standard clearance not provided over 866′ msl obstruction SE of airport. (2) ADF procedure not authorized.
HUNTINGTON, W. VA. Huntington Airport (Chesapeake, Ohio), 560′ BMRLZ-DTV 236 kc; HTW Procedure No. 1	----------	----------	----------	S side W course: 255 outbound. 075 inbound. 2,100′ within 25 miles.	1,600	075—2.3	T-d T-n C-d C-n A-d A-n	1,000-1.0 NA 1,000-2.0 NA 1,500-3.0 NA	1,000-1.0 NA 1,000-2.0 NA 1,500-3.0 NA	Within 2.3 miles, climb to 2,500′ on E course.
HURON, S. DAK. Howes Airport, 1,287′ BMRLZ-DTV 390 kc; HON Procedure No. 1	Int. SW course Huron LFR and E course Pierre LFR (final). Huron VOR	---------- 152—6.0	2,000 2,500	S side SW course: 224 outbound. 044 inbound. 2,500′ within 10 miles. 2,600′ within 15 miles. 3,000′ within 25 miles.	2,000*	048—2.8	T-dn C-d C-n A-dn	300-1.0 500-1.0 500-1.5 800-2.0	300-1.0 500-1.5 500-1.5 800-2.0	Within 2.8 miles, climb to 3,000′ on NE course within 25 miles, or as directed by ATC. *If procedure turn accomplished beyond 20 mile, final approach altitude inbound to intxn SW Huron LFR and E Pierre LFR is 2,500′. CAUTION: 1,484′ msl radio tower, 1, 3 miles S of airport. NOTE: ADF procedure not authorized.

LOW FREQUENCY RANGE PROCEDURES—Continued

City and State; airport name, elevation; class of facility; frequency; identification; procedure No.	Initial approach to facility: From—	Initial approach to facility: Course and distance	Initial approach to facility: Minimum altitude (ft.)	Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance facility to airport	Ceiling and visibility minimums: Condition	Ceiling and visibility minimums: Type aircraft: 75 m. p. h. or less	Ceiling and visibility minimums: Type aircraft: More than 75 m. p. h.	If visual contact not established at authorized landing minimums after passing facility within distance specified below, or if landing not accomplished; remarks
HUTCHINSON, KANS. Hutchinson Airport, 1,542′ SBMRLZ-DTV 227 kc; HUT Procedure No. 1	----------	----------	----------	E side S course: 170 outbound. 350 inbound. 2,800′ within 25 miles.	2,300	350—3.1	T-dn C-d C-n S-d S-n 35 A-dm	300-1.0 500-1.0 500-1.5 500-1.0 500-1.5 800-2.0	300-1.0 500-1.5 500-1.5 500-1.0 500-1.5 800-2.0	Within 3.1 miles, climb to 3,100′ on N course within 25 miles.
IDAHO FALLS, IDAHO Idaho Falls Airport, 4731′ SBRAZ-DTV 359 kc; IDA Procedure No. 1	----------	----------	----------	W side NE course: 012 outbound. 192 inbound. 6,600′ within 15 miles. 7,500′ within 25 miles.	5,520	198—2.5	T-dn C-d C-n A-dn	300-1.0 700-2.0 700-2.5 800-2.0	300-1.0 700-2.0 700-2.5 800-2.0	Within 2.5 miles, climb to 7,500′ on SW course.
INDIANAPOLIS, IND. Indianapolis Airport, 796′ SBRAZ-DTV 266 kc; IND Procedure No. 1	Clayton FM (final)	----------	1,500	S side W course: 249 outbound. 069 inbound. 2,000′ within 25 miles.	1,500	074—3.2	T-dn C-dn S-dn 9 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 3.2 miles, climb to 2,300′ on E course.
Stout Field, 714′	Clayton FM (final)	----------	1,500	S side W course: 249 outbound. 069 inbound. 2,000′ within 25 miles.	1,500	078—6.1	T-d T-n C-d C-n A-d A-n	300-1.0 NA 500-1.0 NA 800-2.0 NA	300-1.0 NA 500-1.5 NA 800-2.0 NA	Within 6.1 miles, climb to 2,300′ on E course.
JACKSON, MISS. Hawkins Field, 343′ SBRAZ-DTV 260 kc; JAN Procedure No. 1	Pelahatchie FM	----------	1,700	W side N course: 356 outbound 176 inbound. 1,700′ within 25 miles.	1,200	182—2.3	T-dn C-dn A-dn	300-1.0 500-1.0 800-2.0	100-1.0 500-1.5 800-2.0	Within 2.3 miles, turn left climb to 1,800′ on E course within 25 miles of LFR. CAUTION: 1,049 msl tower located 4.1 miles SW of airport.
JACKSON, TENN. Jacks Creek Airport, 550′ BMRLZ-DTV 332 kc; MKL Procedure No. 1	----------	----------	----------	W side N course: 005 outbound. 185 inbound. 1,800′ within 25 miles.	1,500	185—2.6	T-dn C-d C-n S-d S-n A-dn	300-1.0 500-1.0 500-1.5 500-1.0 500-1.5 1000-3.0	300-1.0 500-1.5 500-1.5 500-1.0 500-1.5 1000-3.0	Within 2.6 miles, climb to 2,000′ on S course.
JACKSONVILLE, FLA. Imeson Airport, 52′ SBRAZ-DTV 344 kc; JAX Procedure No. 1	Ft. George Island FM (final)	----------	600	N side E course: 089 outbound. 269 inbound. 1,100 within 25 miles.	600	269—1.7	T-dn C-dn S-dn 27 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 1.7 miles, climb to 1,200′ on W course within 25 miles, or as directed by ATC.
JAMESTOWN, N. DAK. Jamestown Airport, 1,498′ SBMRAZ-DTV 344 kc, JMS Procedure No. 1	----------	----------	----------	N side E course: 078 outbound. 258 inbound. 2,600′ within 25 miles.	2,100	254—1.5	T-dn C-d C-n A-dn	300-1.0 500-1.0 500-1.5 800-2.0	300-1.0 500-1.5 500-1.5 800-2.0	Within 1.5 miles, climb to 3,400′ on W course.
JOLIET, ILL. Joliet Airport, 580′ SBRAZ-DTV 257 kc; JOT Procedure No. 1	----------	----------	----------	S side W course: 248 outbound. 068 inbound. 1,900′ within 25 miles.	1,500	126—3.7	T-dn C-d C-n A-dn	300-1.0 500-1.5 500-2.0 800-2.0	NA NA NA NA	Within 3.7 miles, turn right and climb to 2,000′ on SW course within 25 miles.

LOW FREQUENCY RANGE PROCEDURES—Continued

City and State; airport name, elevation; class of facility; frequency; identification; procedure No.	Initial approach to facility: From—	Initial approach to facility: Course and distance	Initial approach to facility: Minimum altitude (ft.)	Procedure turn: side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance facility to airport	Ceiling and visibility minimums: Condition	Ceiling and visibility minimums: Type aircraft: 75 m. p. h. or less	Ceiling and visibility minimums: Type aircraft: More than 75 m. p. h.	If visual contact not established at authorized landing minimums after passing facility within distance specified below, or if landing not accomplished; remarks
KANSAS CITY, MO. Kansas City Airport, 758′ SBRAZ-DTXV 359 kc; MKC Procedure No. 1	Linkville FM (final)		1,600	E side NW course:* 328 outbound. 148 inbound. 2,400′ within 10 miles (NA beyond 10 miles).	1,600	142—2.9	T-dn# C-dn S-d S-n 17 A-dn	300-1.0 500-1.0 500-1.0 500-1.0 800-2.0	300-1.0 700-1.5 500-1.0 500-1.5 800-2.0	Within 2.9 miles, immediately make right turn and climb to 2,200′ on SW course, or as directed by ATC. *Procedure turn non-standard to avoid traffic confliction on S course St. Joseph LFR. #Take-offs to S and SW when weather is below 1,000-3, will intercept a 210° bearing from the LMM and will maintain a course of 210° from the LMM as soon as practicable after take-off and maintain this course until reaching 2,500′ prior to making left turn. CAUTION: (1) SE course extends over city—adhere strictly to pull-up procedure. (2) 1,423′ msl obstructions, 1 mile S and SE of airport. (3) 911′ msl cracking plant and 853′ msl stack, 0.5 mile WNW of airport. (4) 1,670′ msl TV tower, 2.9 miles S of airport and directly in line with N/S runway.
Fairfax Field (Kansas City, Kans.), 746′ Procedure No. 1	Linkville FM (final)		1,600	E side NW course:* 328 outbound. 148 inbound. 2,400′ within 10 miles (NA beyond 10 miles).	1,600	134—1.1	T-dn C-dn A-dn	300-1.0 500-1.0 800-2.0	300-1.0 700-1.5 800-2.0	Within 1.1 miles, immediately# make right climbing turn and climb to 2,200′ on SW course, or as directed by ATC. *Procedure turn non-standard and limited to 10 miles to avoid traffic confliction on S course St. Joseph LFR and ILS. #SE course extends over city. CAUTION: (1) 1,423′ msl obstructions located 3 miles SE of airport—adhere strictly to pull-up procedure. (2) 911′ msl cracking plant, 1 mile S of approach end of Runway 35. (3) 853′ msl stack, 0.5 mile SE of approach end of Runway 35. (4) 1,670′ msl TV tower, 4.5 miles S of airport.
KELLY (San Antonio), TEX. Kelly AFB, 675′ SBRAZ-DTV 254 kc; SKF Procedure No. 1				W side NW course: 307 outbound. 125 inbound. 2,500′ within 10 miles. 2,600′ within 15 miles. 3,000′ within 25 miles.	1,640	107—2.0	T-d T-n C-dn A-dn	300-1.0 300-2.0 700-2.0 800-2.0	300-1.0 300-2.0 700-2.0 800-2.0	Within 2.0 miles, climb to 2,000′ on SW course within 25 miles.
KEY WEST, FLA. Meacham Field, 4′ SBRAZ-DTV 332 kc; EYW Procedure No. 1	Stock Island FM		1,300	S side W course: 266 outbound. 086 inbound. 1,300′ within 25 miles.	800	070—1.5	T-d T-n C-d C-n A-d A-n	300-1.0 NA 550-1.5 NA 800-2.0 NA	300-1.0 NA 500-2.0 NA 800-2.0 NA	Within 1.5 miles, climb to 1,400′ on E course within 25 miles of LFR, or as directed by ATC.
KIRKSVILLE, MO. Kirksville Airport, 970′ BMRLZ-DTV 391 kc; IRK Procedure No. 1				E side SE course: 137 outbound. 317 inbound. 2,100′ within 25 miles.	1,600	328—1.1	T-dn C-d C-n A-dn	300-1.0 500-1.0 800-1.5 800-2.0	NA NA NA NA	Within 1.1 miles, climb to 2,500′ on NW course within 25 miles, or as directed by ATC. NOTE: ADF procedures not authorized. CAUTION: Airport adequate only for aircraft of 10,000 pounds or less gross weight.
KLAMATH FALLS, OREG. Klamath Airport, 4,088′ SBRAZ-DTV 242 kc; LMT Procedure No. 1	Int. N course Klamath Falls LFR and E course Medford LFR.		9,000	E side S course: 162 outbound. 342 inbound. 8,000′ within 12 miles (NA beyond, 12 miles).	6,500	338—2.5	T-d T-n C-d C-n A-dn	1,500-1.0 1,500-2.0 1,800-1.5 1,800-2.0 1,800-2.0	1,500-1.0 1,500-2.0 1,800-1.5 1,800-2.0 1,800-2.0	Within 2.5 miles, turn left and climb to 9,000′ on S course within 15 miles.
	Int. S course Klamath Falls LFR and E course Ft. Jones LFR.		9,000							
KNOXVILLE, TENN. McGhee-Tyson Airport 989′ SBRAZ-DTV 257 kc; TYS Procedure No. 1	Piedmont FM		4,000	E side N course:* 354 outbound. 174 inbound. 3,000′ within 25 miles.	2,000	197—2.3	T-dn C-d C-n A-dn	300-[illegible].0 500-1.0 500-1.5 800-2.0	300-1.0 500-1.5 500-1.5 800-2.0	Within 2.3 miles, climb to 3,000′ on W course within 25 miles, or as directed by ATC. *Nonstandard procedure turn authorized due to prohibited area on W side of course.
	Tallassee FM		3,500							
	Inskip FM		3,000							
	Inskip FM (final)		2,000							

LOW FREQUENCY RANGE PROCEDURES—Continued

City and State; airport name, elevation; class of facility; frequency; identification; procedure No.	Initial approach to facility			Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance facility to airport	Ceiling and visibility minimums			If visual contact not established at authorized landing minimums after passing facility within distance specified below, or if landing not accomplished; remarks
	From—	Course and distance	Minimum altitude (ft.)				Condition	Type aircraft: 75 m. p. h. or less	Type aircraft: More than 75 m. p. h.	
LA CROSSE, WIS. La Crosse Airport, 653′ SBRAZ-DTV 371 kc; LSE Procedure No. 1	----------	----------	----------	W side NW course: 301 outbound. 121 inbound. 2,500′ within 10 miles. 2,600′ within 25 miles.	1,800	142—5.0	T-d T-n C-d C-n S-d S-n 13 A-dn	400-1.0 400-1.5 600-1.0 600-2.0 500-1.5 500-2.0 1,000-2.0	400-1.0 400-1.5 600-1.5 600-2.0 500-1.5 500-2.0 1,000-2.0	Within 5.0 miles, make immediate right climbing turn to 2,500′ and return to range station. CAUTION: 1,273′ msl radio tower approximately 2.5 miles WSW of airport.
LA FAYETTE, IND. Purdue University Airport 605′ BMRLZ-DTV 227 kc; LAF Procedure No. 1	----------	----------	----------	S side SW course: 230 outbound. 050 inbound. 1,800′ within 25 miles.	1,340	046—2.4	T-dn C-dn A-dn	300-1.0 700-1.5 800-2.0	300-1.0 NA NA	Within 2.4 miles, climb to 2,000′ on NE course LFR within 25 miles. CAUTION: 881′ msl unlighted stacks, 1.5 miles NE of airport. NOTE: ADF procedures not authorized.
LA JUNTA, COLO. La Junta Airport, 4,238′ SBMRLZ-DTV 281 kc; LHX Procedure No. 1	----------	----------	----------	W side NE course: 014 outbound. 194 inbound. 5,400′ within 10 miles. 5,600′ within 25 miles.	4,900	194—2.6	T-dn C-dn S-d S-n 19 A-dn	300-1.0 500-1.0 500-1.0 500-1.0 800-2.0	300-1.0 600-1.5 500-1.0 500-1.5 800-2.0	Within 2.6 miles, climb to 6,000′ on NE course within 25 miles, or as directed by ATC.
LAKE CHARLES, LA. Lake Charles AFB, 18′ SBRAZ-DTV 242 kc; LCH Procedure No. 1	Lake Charles VOR	067—5.0	1,300	E side S course: 172 outbound. 352 in bound. 1,200′ within 25 miles.	800	347—2.4	T-dn C-dn A-dn	300-1.0 500-1.0 800-2.0	300-1.0 500-1.5 800-2.0	Within 2.4 miles, climb to 1,300′ on N course within 25 miles, or as directed by ATC.
LANSING, MICH. Capital City Airport, 858′ SBMRAZ-DTV 206 kc; LAN Procedure No. 1	----------	----------	----------	N side E course: 101 outbound. 281 inbound. 2,300′ within 25 miles.	1,760	280—2.6	T-dn C-dd S-dn 27 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 2.6 miles, climb to 2,200′ on W course, or as directed by ATC.
LARAMIE, WYO. Brees Field, 7,273′ SBMRAZ-DTV 245 kc; LAR Procedure No. 1	Laramie VOR	048-1.5	8,500	E side NW course: 317 outbound. 137 inbound. 8,500′ within 25 miles.	8,000	148—2.1	T-dn C-d C-n A-dn	300-1.0 500-1.0 500-2.0 800-2.0	300-1.0 500-1.5 500-2.0 800-2.0	Within 2.1 miles, climb to 11,500′ on SE course.
LAREDO, TEX. Laredo AFB, 512′ SBRAZ-DTV 206 kc; LRD Procedure No. 1	Laredo VOR	317-8.4	1,700	W side NW course: 317′ outbound. 137 inbound. 1,700′ within 25 miles.	1,200	137—3.1	T-dn C-dn S-dn 14 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 3.1 miles, climb to 1,900′ on SE course within 25 miles.
LAS VEGAS, NEV. McCarran Field, 2,171′ SBMRAZ-DTV 206 kc; LAS Procedure No. 1	Goodsprings Rbn	----------	7,500	S side SW course: 203 outbound. 023 inbound. 5,000′ within 15 miles. 7,000′ within 20 miles. 10,000′ within 25 miles.	3,670	195—10.2	T-dn C-dn A-dn	800-2.0 1,500-2.0 1,500-2.0	800-2.0 1,500-2.0 1,500-2.0	Within 0.0 mile, climb to 7,000′ on NE course within 20 miles. SHUTTLE: To 7,000′ on NE and/or SW course within 20 miles of LFR. Turn to S.
LAS VEGAS, N. MEX. Las Vegas Airport, 6,866′ SBMRAZ-DTV 359 Kc; LVS Procedure No. 1	----------	----------	----------	E side SW course: 201 outbound. 021 inbound. 9,000′ within 25 miles.	7,800	008—3.2	T-d T-n C-d C-n S-d S-n 2 A-dn	300-1.0 300-2.0 500-1.0 500-2.0 500-1.0 500-2.0 800-2.0	300-1.0 300-2.0 600-1.5 600-2.0 500-1.0 500-2.0 800-2.0	Within 3.2 miles, climb to 11,000′ on right side NE course within 25 miles.
LEWISTOWN, MONT. Lewistown Airport, 4209′ SBRAZ-DTV 353 kc; LWT Procedure No. 1	Stanford FM (final)	----------	5,000	S side W course: 268 outbound. 088 inbound. 6,000′ within 25 miles.	5,000	091—2.9	T-dn C-dn A-dn	300-1.0 700-2.0 800-2.0	300-1.0 800-2.0 800-2.0	Within 2.9 miles. Turn right and climb to 6,000′ on W course within 25 miles.

LOW FREQUENCY RANGE PROCEDURES—Continued

City and State; airport name, elevation; class of facility; frequency; identification; procedure No.	Initial approach to facility: From—	Initial approach to facility: Course and distance	Initial approach to facility: Minimum altitude (ft.)	Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance facility to airport	Ceiling and visibility minimums: Condition	Ceiling and visibility minimums: Type aircraft: 75 m. p. h. or less	Ceiling and visibility minimums: Type aircraft: More than 75 m. p. h.	If visual contact not established at authorized landing minimums after passing facility within distance specified below, or if landing not accomplished; remarks
LINCOLN, NEBR. Lincoln AFB, 1191′ SBMRLZ-DTV 385 kc; LNK Procedure No. 1	----------	----------	----------	W side N course: 350 outbound. 170 inbound. 2,400′ within 10 miles (NA beyond 10 miles).	1,900	170—2.4	T-dn C-dn S-d S-n 14 A-dn	300-1.0 500-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 500-1.5 800-2.0	Within 2.4 miles, climb to 2,600′ on S course within 25 miles, or as directed by ATC. CAUTION: 1,650′ msl tower in missed approach area.
LITTLE ROCK, ARK. Adams Field, 257′ SBRAZ-DTV 353 kc; LIT Procedure No. 1	Keo FM (final) Little Rock VOR	---------- 314—0.6	800 1,300	E side SE course: 133 outbound. 313 inbound. 1,300′ within 10 miles. 1,500′ within 25 miles.	800*	315—3.8	T-dn C-dn S-d S-n 32 A-dn	300-1.0 500-1.0 500-1.0 500-1.0 800-2.0	300-1.0 600-1.5 500-1.0 500-1.5 800-2.0	Within 3.8 miles, climb to 3,000′ on NW course within 25 miles, or as directed by ATC. *Maintain procedure turn altitude until within 10 miles of LFR on final.
LIVINGSTON, MONT.	(NO PROCEDURE APPROVED)									
LONE ROCK, WIS. Lone Rock Airport, 717′ BMLZ-DTV 278 kc; LNR Procedure No. 1				S side W course: 278 outbound. 098 inbound. 2,300′ within 10 miles. 2,500′ within 25 miles.	2,020	098—0.0	T-d T-n C-dn A-dn	500-1.0 800-3.0 1,300-2.0 1,300-2.0	NA NA NA NA	Within 0.0 miles, climb to 2,500′ on E course of LFR, or as directed by ATC. NOTE: ADF procedure not authorized.
LONG BEACH, CALIF. Long Beach Airport, 56′ SBMRLZ-DTV 233 kc; LGB Procedure No. 1	La Habra FM Huntington Beach FM (final	---------- ----------	1,500 1,000	W side SE course: 118 outbound. 298 inbound. 1,500′ within 15 miles (NA beyond 15 miles).	1,000	298—3.9	T-dn C-dn S-dn 30 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 600-2.0 500-1.0 800-2.0	Within 3.9 miles, climb to 800′ on NW course, then turn left to heading of 250°, continuing climb to intercept S course Los Angeles LFR and proceed to San Pedro Int. at minimum altitude of 2,000′, or as directed by ATC. CAUTION: 510′ msl hill with oil derricks, 1 mile S of airport.
LOS ANGELES, CALIF. Gardena Valley Airport, 50′ SBMRAZ-DTXV 332 kc, LAX	(Make let-down to Los Angeles International Airport. Fly VFR from Los Angeles International Airport to Gardena-Valley Airport).	----------	----------	----------	----------	----------	T-d T-n C-d C-n A-dn	500-1.0 500-2.0 1,000-1.0 1,000-2.0 1,000-3.0	500-1.0 500-2.0 1,000-1.0 1,000-2.0 1,000-3.0	Minimums are reported at Los Angeles International Airport. If lower minimums are encountered en route from Los Angeles International Airport to satellite field, the aircraft is to return to Los Angeles International Airport.
Hawthorne Airport, 64′	(Make let-down to Los Angeles International Airport. Fly VFR from Los Angeles International Airport to Hawthorne Airport.)	----------	----------	----------	----------	----------	T-d T-n C-d C-n A-dn	500-1.0 500-2.0 1,000-1.0 1,000-2.0 1,000-3.0	500-1.0 500-2.0 1,000-1.0 1,000-2.0 1,000-3.0	(See remarks under Gardena-Valley Airport.)
Santa Monica Airport, 175′	(Make let-down to Los Angeles International Airport. Fly VFR from Los Angeles International Airport to Santa Monica Air-Airport.)	----------	----------	----------	----------	----------	T-d T-n C-d C-n A-dn	500-1.0 500-2.0 1,000-1.0 1,000-2.0 1,000-3.0	500-1.0 500-2.0 1,000-1.0 1,000-2.0 1,000-3.0	(See remarks under Gardena-Valley Airport.)
LOUISVILLE, KY. Standiford Field 497′ SBMRLZ-DTXV 359 kc; LOU Procedure No. 1	Eastwood FM (final) Shepherdsville FM	---------- ----------	1,500 2,000	S side E course: 086 outbound. 266 inbound. 2,000′ within 10 miles. 2,400′ within 25 miles.	1,500	242—6.1	T-dn C-d C-n S-d S-n 24 A-dn	300-1.0 500-1.0 500-2.0 500-1.0 500-2.0 800-2.0	300-1.0 600-1.5 600-2.0 500-1.5 500-2.0 800-2.0	Within 6.1 miles, climb to 2,100′ on W course within 20 miles. CAUTION: 1,440′ msl radio tower on N side E course 12 miles from LFR. 1,032′ msl radio tower on S side E course, 6.5 miles from LFR.
Bowman Field, 549′ Procedure No. 1	Eastwood FM (final) Shepherdsville FM	---------- ----------	1,500 2,000	S side E course: 086 outbound. 266 inbound. 2,000′ within 10 miles. 2,400′ within 25 miles.	1,500	282—1.5	T-dn C-d C-n A-dn	300-1.0 500-1.0 500-1.5 800-2.0	300-1.0 600-1.5 600-1.5 800-2.0	Within 1.5 miles, climb to 2,100′ on W course within 20 miles. CAUTION: 1,440′ msl radio tower on N side E course, 12 miles from LFR. 1,032′ msl radio tower on S side E course, 6.5 miles from LFR.
LOVELOCK, NEV. Lovelock Airport, 3,903′ BMRLZ-DTV 209 kc; LOL Procedure No. 1	----------	----------	----------	N side NE course: 048 outbound. 228 inbound. 9,500′ within 10 miles (NA beyond 10 miles).	7,500	247*—24.0	T-d T-n C-d C-n A-d A-n	3,500-3.0 4,500-5.0 3,500-3.0 4,500-8.0 3,500-3.0 4,500-8.0	3,500-3.0 4,500-5.0 3,500-3.0 4,500-8.0 3,500-3.0 4,500-8.0	Within 0.0 miles, climb to 10,000′ on SW course within 50 miles, or as directed by ATC. *Final approach from LFR station at night shall be via SW course of LFR until airport is visible from cockpit. NOTE: ADF procedure not authorized. SHUTTLE: to 10,000′ on SW course within 25 miles.

LOW FREQUENCY RANGE PROCEDURES—Continued

City and State; airport name, elevation; class of facility; frequency; identification; procedure No.	Initial approach to facility: From—	Initial approach to facility: Course and distance	Initial approach to facility: Minimum altitude (ft.)	Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance facility to airport	Ceiling and visibility minimums: Condition	Ceiling and visibility minimums: Type aircraft: 75 m. p. h. or less	Ceiling and visibility minimums: Type aircraft: More than 75 m. p. h.	If visual contact not established at authorized landing minimums after passing facility within distance specified below, or if landing not accomplished; remarks
LUBBOCK, TEX. Lubbock Airport, 3,256′ BMRLZ-DTV 391 kc; LBB Procedure No. 1	Roundup FM		4,500	S side W course: 258 outbound. 078 inbound. 4,500′ within 15 miles (NA beyond 15 miles).	4,500	078—11.5	T-dn C-d C-n A-dn	300-1.0 600-1.0 600-2.0 800-2.0	300-1.0 600-2.0 600-2.0 800-2.0	Within 4.0 miles, climb to 4,500′ on E course within 25 miles, or as directed by ATC. NOTE: ADF procedure not authorized.
	Lubbock VOR	231—7.8	4,500							
LUCIN, UTAH	(NO PROCEDURE APPROVED)									
LYNCHBURG, VA. Preston Glenn Airport, 942′ SBRAZ-DTV 206 kc; LYN Procedure No. 1				S side S course: 165 outbound. 345 inbound. 2,500′ within 25 miles.	1,940	157—1.9	T-dn C-d C-n A-dn	500-1.0 1,000-1.0 1,000-2.0 1,500-2.0	500-1.0 1,000-2.0 1,000-2.0 1,500-2.0	Within 0.0 mile turn left and climb to 2,500′ on S course. (CAUTION: Do not proceed N of the Lynchburg LFR.) NOTE: Airport lies between procedure turn and the LFR.
Procedure No. 2				E side S course: 165 outbound. 345 inbound. 2,500′ within 25 miles.	1,740 (Over Oak Grove FM.)	348—3.9 (From Oak Grove FM.)	T-dn C-dn S-dn 35 A-dn	500-1.0 700-1.0 600-1.0 900-2.0	500-1.0 800-1.5 600-1.0 900-2.0	Within 3.9 miles from Oakr Grove FM, climb straight ahead to 2,000′ inbound on S course, then make a climbing left turn, proceed outbound on S course of LFR at 2,500′. (CAUTION: Do not proceed N of the Lynchburg LFR.)
MACON, GA. Macon-Cochran Airport, 354′ SBMRAZ-DTV 209 kc; MCN Procedure No. 1				W side NW course: 325 outbound. 145 inbound. 1,600′ within 20 miles (NA beyond 20 miles).	1,200	143—3.5	T-dn C-dn S-dn 13 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 3.5 miles, climb to 1,500′ on SE course within 25 miles, or as directed by ATC.
Smart Airport	(Make let-down to Macon-Cochran Airport. Fly VFR from Macon-Cochran Airport to Smart Airport.									
MADISON, WIS. Truax Field, 859′ BMRLZ-DTV 400 kc; MSN Procedure No. 1				E side SE course: 134 outbound. 314 inbound. 2,100′ within 25 miles.	1,600	314—2.6	T-dn C-d C-n S-d S-n 31 A-dn	300-1.0 500-1.0 500-1.5 500-1.0 500-1.5 800-2.0	300-1.0 500-1.5 600-1.5 500-1.0 500-1.5 800-2.0	Within 2.6 miles, climb to 3,300′ on NW course.
MALAD CITY, IDAHO Malad City Airport, 4,503′ SBRAZ-DTV 314 kc; MLD Procedure No. 1				S side W course: 272 outbound. 092 inbound. 9,000′ within 12 miles (NA beyond 12 miles).	8,500	121—3.5	T-d T-n C-d C-n A-d A-n	4,000-3.0 NA 4,000-3.0 NA 4,000-3.0 NA	4,000-3.0 NA 4,000-3.0 NA 4,000-3.0 NA	Within 0.5 mile, make right climbing turn, climb to 11,000′ on W course within 25 miles, or as directed by ATC. CAUTION: High terrain N extending through the E to the S. NOTE: (1) Only runway 16/34 authorized for landings or take-offs all aircraft.
MARTINSBURG, W. VA. Martinsburg Airport, 556′ SBMRLZ-DTV 209 kc; MRB Procedure No. 1				E side SW course: 215 outbound. 035 inbound. 2,500′ within 25 miles.	1,500	040—2.6	T-dn* C-dn A-dn	300-1.0 500-1.0 800-2.0	300-1.0 500-1.5 800-2.0	Within 2.6 miles, climb to 3,500′ on NE course within 25 miles. *Make right turn after take-off on runway 35 to avoid hills to the NW.
MEDFORD, OREG. Medford Airport, 1,330′ SBRAZ-DTV 263 kc; MFR Procedure No. 1	Trail FM (final)		3,000	E side N course*: 332 outbound. 152 inbound. 6,000′ within 14 miles. 6,500′ within 25 miles.	3,000	158—2.4	T-dn C-dn A-dn	300-1.0 1,000-2.0 1,000-2.0	300-1.0 1,000-2.0 1,000-2.0	Within 2.4 miles, make 160° right turn to course climbing to 6,500′ within 14 miles. *Procedure turns on W side of N course not authorized due to high terrain.
	Int. S course Medford LFR and W course Klamath Falls LFR.		8,000							
MELBOURNE, FLA. Melbourne-Eau Gallie Airport, 26′ SBRAZ-DTV 257 kc; MLB Procedure No. 1				N side N course: 338 outbound. 158 inbound. 1,200′ within 25 miles.	8,000	158—2.3	T-d C-n C-d C-n S-d S-n 16 A-d A-n	300-1.0 NA 500-1.0 NA 500-1.0 NA 800-2.0 NA	300-1.0 NA 500-1.5 NA 500-1.0 NA 800-2.0 NA	Within 2.3 miles, climb to 1,200′ on S course within 25 miles, or as directed by ATC.

LOW FREQUENCY RANGE PROCEDURES—Continued

City and State; airport name, elevation; class of facility; frequency; identification; procedure No.	Initial approach to facility: From—	Initial approach to facility: Course and distance	Initial approach to facility: Minimum altitude (ft.)	Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance facility to airport	Ceiling and visibility minimums: Condition	Ceiling and visibility minimums: Type aircraft: 75 m. p. h. or less	Ceiling and visibility minimums: Type aircraft: More than 75 m. p. h.	If visual contact not established at authorized landing minimums after passing facility within distance specified below, or if landing not accomplished; remarks
MEMPHIS, TENN. Memphis Airport, 269′ SBRAZ-DTV 371 kc; MEM Procedure No. 1	Nesbitt FM (final)		800	E side S course: 179 outbound. 359 inbound. 1,300′ within 25 miles.	800	356—2.1	T-dn C-dn S-dn 2 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 2.1 miles, climb to 2,000′ on NE course within 25 miles or as directed by ATC.
MERCED, CALIF. Merced Airport, 155′ MRAZ (Castle AFB LFR) 206 kc; MER Procedure No. 1				N side NE course: 033 outbound. 213 inbound. 1,700′ within 15 miles (NA beyond 15 miles).	1,200	158—3.0	T-dn C-dn A-dn	300-1.0 500-1.0 800-2.0	300-1.0 600-1.5 800-2.0	Within 3.0 miles, climb to 3,000′ on SW course within 25 miles, or as directed by ATC.
MERIDIAN, MISS. Key Field, 297′ SBMRAZ-DTV 239 kc; MEI Procedure No. 1				W side N course: 334 outbound. 154 inbound. 1,500′ within 25 miles.	1,000	154—2.8	T-dn C-d C-n A-dn	300-1.0 500-1.0 500-1.5 800-2.0	300-1.0 500-1.5 500-1.5 800-2.0	Within 2.8 miles, climb to 2,000′ on S course.
MIAMI, FLA. Miami International Airport, 9′ SBRAZ-DTV 365 kc; MIA Procedure No. 1	Krome FM (final)			S side W course: 272 outbound. 092 inbound. 1,000′ within 25 miles.	600	085—5.7	T-dn C-dn S-dn 9R A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 5.7 miles, climb to 1,400′ on E course, or as directed by ATC.
MIDLAND, TEX. Midland Airpark, 2805′ BMRLZ-DTV 209 kc; MAF	(Make let-down to Midland Air Terminal. Fly VFR from Midland Air Terminal to Midland Airpark.)						T-dn C-d C-n A-dn	300-1.0 1,000-1.0 1,000-2.0 1,000-3.0	300-1.0 1,000-1.0 1,000-2.0 1,000-3.0	
MILES CITY, MONT. Miles City Airport, 2,631′ SBMRAZ-DTV 320 ck; MLS Procedure No. 1				S side W course: 235 outbound. 055 inbound. 4,500′ within 25 miles.	3,500	055—2.2	T-dn C-d C-n A-dn	300-1.0 500-1.0 500-1.5 800-2.0	300-1.0 500-1.5 500-1.5 800-2.0	Within 2.2 miles, climb to 4,300′ on E course within 20 miles.
MILLINOCKET, MAINE Millinocket Airport, 408′ SBRAZ-DTV 344 kc; MLT Procedure No. 1				N side E course: 100 outbound. 280 inbound. 1,800′ within 10 miles. 2,000′ within 25 miles.	1,300	292—1.6	T-dn C-dn A-dn	400-1.0 500-1.0 800-2.0	400-1.0 600-1.0 800-2.0	Within 1.6 miles, climb to 2,500′ on SW course. NOTE: Minimums not authorized for 4-engine aircraft.
MILLVILLE, N. J. Millville Airport, 87′ SBRAZ-DTV 365 kc; MIV Prodedure No. 1				W side NW course: 337 outbound. 157 inbound. 1,600′ within 10 miles (NA beyond 10 miles).*	1,100	144—4.3	T-dn C-dn A-dn	300-1.0 500-1.0 800-2.0	300-1.0 500-1.5 800-2.0	Within 4.3 miles, climb to 1,500′ on SE course within 25 miles, or as directed by ATC. *Procedure turn beyond 10 miles not authorized due to military operations at New Castle County Airport. NOTE: Night take-offs and landings authorized on E/W and NW/SE runways only.
MILWAUKEE, WIS. General Mitchell Airport, 698′ SBRAZ-DTV 242 kc; MKE Procedure No. 1	Kenosha FM Franksville FM (final) Genesee FM		2,000 1,400 2,300	E side S course: 178 outbound. 358 inbound. 1,900′ within 20 miles. 2,000′ within 25 miles.	1,400	352—2.2	T-dn C-dn S-dn 1 A-dn	300-1.0 600-1.0 500-1.0 800-2.0	300-1.0 600-1.5 500-1.0 800-2.0	Within 2.2 miles, climb to 2,700′ on N course within 25 miles, when directed by ATC, make left climbing turn, climb to 2,500′ on W course.
MINNEAPOLIS, MINN. Minneapolis-St. Paul International Airport (Wold Chamberlain Field), 840′ SBRAZ-DTV 266 kc; MSP Procedure No. 1	Hastings FM (final) Hamel FM		1,500 2,500	N side SE course: 118 outbound. 298 inbound. 2,100′ within 15 miles. 2,400′ within 25 miles.	1,500	289—3.5	T-dn C-dn S-dn 29L A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 3.5 miles, climb to 2,500′ on NE course to Hamel FM. Alternate procedure (when directed by ATC): (1) Make left climbing turn to 2,200′ proceeding out SW course to Jordan FM; (2) make left climbing turn to 2,100′ returning to range.
Holman Field (St. Paul)	(Make let-down to Minneapolis-St. Paul International Airport. Fly VFR from Minneapolis-St. Paul International Airport to Holman Field).									

LOW FREQUENCY RANGE PROCEDURES—Continued

City and State; airport name, elevation; class of facility; frequency; identification; procedure No.	Initial approach to facility			Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance facility to airport	Ceiling and visibility minimums			If visual contact not established at authorized landing minimums after passing facility within distance specified below, or if landing not accomplished; remarks
	From—	Course and distance	Minimum altitude (ft.)				Condition	Type aircraft: 75 m. p. h. or less	Type aircraft: More than 75 m. p. h.	
MINOT, N. DAK. Port O'Minot Airport, 1,723' BMRLZ-DTV 209 kc; MOT Procedure No. 1	----------	----------	----------	E side SE course: 122 outbound. 302 inbound. 2,900' within 15 miles. 3,400' within 25 miles.	2,400	305—3.3	T-dn C-dn S-dn 30 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 3.3 miles, climb to 3,500' on NW course.
MISSOULA, MONT. Missoula County Airport, 3203' SBMRAZ-DTV 308 kc; MSO Procedure No. 1	Alberton FM (final)	----------	6,200	N side NW course: 276 outbound. 096 inbound. 8,000' within 10 miles. 8,300' within 15 miles. 9,000' within 25 miles.	6,200	120—1.5	T-dn C-dn A-dn	2,500-2.0 3,000-2.0 3,000-3.0	2,500-2.0 3,000-3.0 3,000-3.0	Within 1.5 miles, turn right and climb to 9,000' on NW course shuttling within 10 miles of range.
Hale Field	(Make let-down to Missoula Couty Airport. Fly VFR from Missoula County Airport to Hale Field.)									
MOBILE, ALA. Bates Field, 217' SBRAZ-DTV 248 kc; MOB Procedure No. 1	----------	----------	----------	N side NE course: 037 outbound. 217 inbound. 1,500' within 25 miles.	1,200	271—7.5	T-dn C-dn A-dn	300-1.0 500-2.0 800-2.0	300-1.0 500-2.0 800-2.0	Within 7.5 miles, climb to 1,500' on SW course, or as directed by ATC.
MOLINE, ILL. Davenport Airport (Davenport, Iowa) 753' SBRAZ-DTV 224 kc; MLI Procedure No. 1	----------	----------	----------	S side W course: 265 outbound. 085 inbound. 2,000' within 25 miles.	1,300	035—2.5	T-dn C-dn A-d A-n	300-1.0 500-1.0 800-2.0 NA	300-1.0 500-1.5 800-2.0 NA	Within 2.5 miles, climb to 2,000' on E course, or as directed by ATC. NOTE: Weather observations daily 0730 to 1930. Operations authorized only during period weather observations are available.
MONROE, LA. Selman Field, 79' SBMRLZ-DTV 359 kc; MLU Procedure No. 1	----------	----------	----------	S side SW course: 205 outbound. 025 inbound. 1,200' within 25 miles.	700	025—2.8	T-dn C-dn S-d S-n 4 A-dn	300-1.0 500-1.5 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 500-1.5 800-2.0	Within 2.8 miles, climb to 1,400' on NE course within 25 miles.
MONTGOMERY, ALA. Dannelly Field, 219' SBRAZ (Maxwell AFB LFR) 362 kc; MXF Procedure No. 1	Int. N crs Maxwell LFR and NE crs Craig LFR	----------	1,700	W side N course: 360 outbound. 180 inbound. 1,700' within 25 miles.	1,200	171—5.6	T-dn C-d C-n S-d S-n 15 A-dn	300-1.0 500-1.0 500-2.0 500-1.0 500-2.0 800-2.0	300-1.0 600-1.5 600-2.0 500-1.0 500-2.0 800-2.0	Within 5.6 miles, climb to 1,500' on SW course within 25 miles, or as directed by ATC.
MONTPELIER, VT. Barre-Montpelier Airport, 1,149' BMRLZ-DTV 257 kc; MPV Procedure No. 1	----------	----------	----------	N side NE course: 050 outbound. 230 inbound. 4,000' within 25 miles.	3,000	230—2.7	T-d T-n C-d C-n A-dn	800-2.0 1,400-2.0 1,400-2.0 1,900-3.0 2,000-3.0	800-2.0 1,400-2.0 1,400-2.0 1,900-3.0 2,000-3.0	Within 2.7 miles, climb to 4,500' on SW course within 10 miles.
MORGANTOWN, W. VA. Morgantown Airport, 1,256' SBMRLZ-DTV 269 kc; MGW Procedure No. 1	Int. SW crs Morgantown LFR and NW crs Elkins LFR.	----------	2,600	W side NW course: 319 outbound. 139 inbound. 2,600' within 25 miles.	2,100*	172—5.6	T-dn C-d C-n A-dn	300-1.0 600-1.0 600-2.0 800-2.0	300-1.0 600-1.0 600-2.0 800-2.0	Within 5.6 miles, climb to 4,000' on SW course within 25 miles. *2,295' terrain 4 miles SE of airport.
MULLAN PASS, MONT.	(NO ASSOCIATED AIRPORT)									

LOW FREQUENCY RANGE PROCEDURES—Continued

City and State; airport name, elevation; class of facility; frequency; identification; procedure No.	Initial approach to facility: From—	Initial approach to facility: Course and distance	Initial approach to facility: Minimum altitude (ft.)	Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance facility to airport	Ceiling and visibility minimums: Condition	Ceiling and visibility minimums: Type aircraft: 75 m. p. h. or less	Ceiling and visibility minimums: Type aircraft: More than 75 m. p. h.	If visual contact not established at authorized landing minimums after passing facility within distance specified below, or if landing not accomplished; remarks
MUSCLE SHOALS, ALA. Muscle Shoals Airport, 546′ SBRAZ-DTV 251 kc; MSL Procedure No. 1	----------	----------	----------	N side SE course: 131 outbound. 311 inbound. 1,800′ within 25 miles.	1,300	262—4.6	T-dn C-d C-n A-dn	300-1.0 500-1.0 500-2.0 800-2.0	300-1.0 500-1.5 500-2.0 800-2.0	Within 4.6 miles, climb to 2,000′ on W course.
Courtland Airport	(Make let-down to Muscle Shoals Airport. Fly VFR from Muscle Shoals Airport to Courtland Airport.)									
MUSKEGON, MICH. Muskegon County Airport, 628′ SBMRLZ-DTV 263 kc; MKG Procedure No. 1	----------	----------	----------	E side SE course: 137 outbound. 317 inbound. 1,800′ within 25 miles.	1,300	317—2.4	T-dn C-d C-n S-d S-n 32 A-dn	300-1.0 500-1.0 500-2.0 500-1.0 500-1.5 800-2.0	NA NA NA NA NA NA	Within 2.4 miles, climb to 2,000′ on NW course.
NASHVILLE, TENN. Berry Field, 606′ SBRAZ-DTV 304 kc; BNA Procedure No. 1	Int. NE course Nashville LFR and NW course Smithville LFR.	----------	2,500	N side NE course: 066 outbound. 246 inbound. 2,000′ within 10 miles. 2,500′ within 15 miles. 3,000′ within 25 miles.	1,200	249—2.5	T-dn C-dn S-d S-n 23 A-dn	300-1.0 500-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 500-1.5 800-2.0	Within 2.5 miles, climb to 2,500′ on SW course within 25 miles, or as directed by ATC.
	Mt. Juliet FM (final)	----------	1,200							
	Walterhill FM	----------	2,500							
NEAH BAY, WASH.	(NO ASSOCIATED AIRPORT)									
NEEDLES, CALIF. Needles Airport, 990′ BMRLZ-DTV 375 kc; EED Procedure No. 1	----------	----------	----------	W side N course: 348 outbound. 168 inbound. 4,000′ within 10 miles. 5,000′ within 25 miles.	2,000	196—1.9	T-d T-n C-d C-n A-d A-n	1,000-2.0 1,000-3.0 1,000-2.0 1,000-3.0 1,000-2.0 1,000-3.0	1,000-2.0 1,000-3.0 1,000-2.0 1,000-3.0 1,000-2.0 1,000-3.0	Within 1.9 miles, turn left and climb to 7,000′ on N course within 25 miles, or as directed by ATC. SHUTTLE: To 5,000′ on S course within 25 miles.
NEWARK, N. J.	(NO PROCEDURE APPROVED)									
NEW CASTLE, DEL. New Castle Co. Airport, 79′ MRLWZ 350 kc; ILG Procedure No. 1	----------	----------	----------	E side S course: 198 outbound. 018 inbound. 1,500′ within 25 miles.	1,000	018—2.6	T-dn C-dn A-dn	300-1.0 500-1.5 1,000-2.0 (BCOB)	300-1.0 500-1.5 1,000-2.0 (BCOB)	Within 2.6 miles, make a climbing left turn and climb to 1,500′ on S course. CAUTION: Turn left as soon as practicable to avoid holding pattern at Philadelphia LOM. Maintain 1,500′ until S of range.
NEWHALL, CALIF.	(NO PROCEDURE APPROVED)									
NEW ORLEANS, LA. Moisant International Airport, 3′ SBRAZ-DTV 388 kc; MSY Procedure No. 1	Madisonville FM	----------	1,400	N side E course. 073 outbound. 253 inbound. 1,400′ within 25 miles.	900	267—3.1	T-dn C-dn S-dn 28 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 3.1 miles, climb to 1,400′ on W course within 25 miles .Alternate procedure (when directed by ATC); climb to 1,300′ on S course within 25 miles.
Procedure No. 2	La Place FM (final)	----------	940	S side W course: 271 outbound. 091 inbound. 1,400′ within 25 miles.	940 (Over ILS LOM)	091-3.9 (From ILS LOM)	T-dn C-dn S-dn 10 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 3.9 miles from ILS LOM, climb to 1,400′ on E course within 25 miles.
	Madisonville FM	----------	1,400							

LOW FREQUENCY RANGE PROCEDURES—Continued

City and State; airport name, elevation; class of facility; frequency; identification; procedure No.	Initial approach to facility: From—	Course and distance	Minimum altitude (ft.)	Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance facility to airport	Ceiling and visibility minimums: Condition	Type aircraft: 75 m. p. h. or less	Type aircraft: More than 75 m. p. h.	If visual contact not established at authorized landing minimums after passing facility within distance specified below, or if landing not accomplished; remarks
NEW YORK, N. Y. La Guardia Field, 20′ SBRAZ-DTXV 209 kc; LGA Procedure No. 1	Port Chester FM (final)		1,000	N side NE course: 042 outbound. 222 inbound. 1,500′ within 15 miles. 2,000′ within 25 miles.	*1,000	222—3.2	T-dn C-dn S-dn 22 A-dn	300-1.0 600-1.0 600-1.0 800-2.0	300-1.0 600-1.5 600-1.5 800-2.0	Within 3.2 miles, climb to 1,500′ on SW course (or to a higher altitude when directed by ATC). *Descent to 800′ authorized after passing New Rochelle Rbn; descent to landing minimums authorized only after passing La Guardia LFR. CAUTION: 299′ msl tower, 1.7 miles SW of airport; 422′ msl tank, 2 miles N of airport; 350′ msl bridge towers, 2 miles W of airport; and 383′ msl bridge towers, 2.2 miles NE of airport.
Procedure No. 2	Flatbush Rbn (final)		1,200	S side SW course: 222 outbound. 042 inbound. 1,500′ within 25 miles.	*1,200 (Over La Guardia LOM)	042—4.5 (From La Guardia LOM)	T-RN C-dn S-dn 4 A-dn	300-1.0 600-1.0 600-1.0 800-2.0	300-1.0 600-1.5 600-1.0 800-2.0	Within 4.5 miles of La Guardia LOM, climb to 1,500′ on NE course (or to a higher altitude when directed by ATC). *Descent to landing minimums authorized after passing La Guardia LOM. CAUTION: Obstruction data same as for Procedure No. 1 above.
Flushing Airport	(Make let-down to La Guardia Field. Fly VFR from La Guardia Fld to Flushing Airport.)									
NEW YORK, N. Y. New York International Airport, 12′ SMRA (Idlewild LFR) 379 kc; IDL Procedure No. 1	Int. SW course Idlewild LFR and SE course Newark LFR (final).		700	E side SW course: 222 outbound. 042 inbound. 1,200′ within 15 miles. 1,500′ within 25 miles.	700	040—2.9	T-dn C-dn S-dn 4 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 600-1.0 500-1.0 800-2.0	Within 2.9 miles, climb to at least 500′ on NE course of Idlewild LFR, then turn right, climbing on course of 130° intersecting the SW course of Mitchel LFR, continue climbing to 1,500′ (or to a higher altitude when directed by ATC) outbound on SW course of Mitchel LFR. CAUTION: 278′ msl stack, 1.7 miles SSE of Runway 1R.
NORFOLK, VA. Norfolk Airport, 26′ SBMRLZ-DTV 239 kc; ORF Procedure No. 1	Deep Creek FM (final)		900	S side SW course: 224 outbound. 044 inbound. 1,400′ within 25 miles.	900	044—3.3	T-dn C-dn S-dn 4 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.0 500-1.0 800-2.0	Within 3.3 miles, make climbing right turn to 1,400′ or SW course, or as directed by ATC. NOTE: Standard clearance not provided over 380′ msl tower, 3.5 miles S of airport.
OAKLAND, CALIF. Oakland Airport, 5′ SBRAZ-DTXV 362 kc; OAK Procedure No. 1	Bay Point FM		3,000	W side SE course: 124 outbound. 304 inbound. 1,500′ within 10 miles** (NA beyond 10 miles).	1,000 (Over Mt. Eden Int.)*	304—7.0 (From Mt. Eden Int.)*	T-dn C-dn S-dn 27 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 600-1.5 500-1.0 800-2.0	Within 0.9 mile, climb to 3,000′ on NW course within 15 miles (Richmond Int.). *Mt. Eden Int; Int. SE course Oakland LFR and 047° bearing to Hayward Rbn (242 kc; HWD). If Mt. Eden Int. not received, descent below 1,000′ on final not authorized and 1,000′ landing minimums apply. **All maneuvering or descent beyond 10 miles will be done in compliance with the Newark holding pattern procedure. CAUTION: High terrain (Mt. Diablo, 3,925′) 7 miles SE of NE course, 17 miles from Oakland LFR; also high terrain paralleling SE course on NE side.
	Evergreen FM		3,500							
	Newark FM		1,800							
	Mt. Eden Int.*		500							
Hayward Airport	(Make let-down to Oakland LFR. Fly VFR from Oakland LFR to Hayward Airport.)									
OGDEN, UTAH Ogden Airport, 4,455′ SBRAZ-DTV 263 kc; OGD Procedure No. 1	Corinne FM and Rbn		10,000	W side S course: 152 outbound. 332 inbound. 7,500′ within 20 miles. 10,000′ within 25 miles.	5,250	107—3.4	T-dn C-d* C-y* A-d* A-n*	400-1.0 800-2.0 800-3.0 800-2.0 1,000-3.0	400-1.0 800-2.0 800-3.0 800-2.0 1,000-3.0	Within 0.0 mile, climb to 9,000′ on W course. *Sliding scale not applicable except that landings are approved when the visibility is 1 mile or more provided that (1) ceiling is unlimited, (2) the restriction to visibility is due to haze or smoke, and (3) the top of the smoke level is below 7,500′ msl. SHUTTLE: N crs to 10,000′ minimum. Procedure turn W.
	Riverton FM		11,000							
	Salt Lake City LFR		6,500							
	Layton FM (final)		5,250							
Procedure No. 2	Corinne FM (final) Riverton FM		5,450 11,000	S side N course:* 232 outbound. 152 inbound. 11,000′ within 25 miles.	5,450	107—3.4	T-dn C-d C-n A-dn	400-1.0 1,000-2.0 1,000-3.0 1,000-3.0	400-1.0 1,000-2.0 1,000-3.0 1,000-3.0	Within 0.0 mile, climb to 9,000′ on W course. *All approaches must start from Corinne FM at 11,000′.

LOW FREQUENCY RANGE PROCEDURES—Continued

City and State; airport name, elevation; class of facility; frequency; identification; procedure No.	Initial approach to facility: From—	Initial approach to facility: Course and distance	Initial approach to facility: Minimum altitude (ft.)	Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance facility to airport	Ceiling and visibility minimums: Condition	Ceiling and visibility minimums: Type aircraft: 75 m. p. h. or less	Ceiling and visibility minimums: Type aircraft: More than 75 m. p. h.	If visual contact not established at authorzed landing minimums after passing facility within distance specified below, or if landing not accomplished; remarks
OKLAHOMA CITY, OKLA. Will Rogers Field, 1,283′ SBRAZ-DTV 350 kc; OKC Procedure No. 1	Int. N course Oklahoma City LFR and W course Tinker AFB LFR.	----------	2,500	S side W course: 255 outbound. 075 inbound. 2,500′ within 25 miles.	2,000	078—1.6	T-dn C-dn S-d S-n 8 A-dn	300-1.0 500-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 500-1.5 800-2.0	Within 1.6 miles, climb to 2,700′ on E course within 25 miles, or when directed by ATC, climb to 3,000′ on N course.
	Mustang FM (final)	----------	2,000							
Procedure No. 2	Int. N course Oklahoma City LFR and W course Tinker AFB LFR.	----------	2,500	N side E course: 078 outbound. 258 inbound. 2,700′ within 25 miles.	2,200 (Over Oklahoma City FM).	258—3.2 (From Oklahoma City FM).	T-dn C-dn S-d S-n 26 A-dn	300-1.0 500-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 500-1.5 800-2.0	Within 3.2 miles from Oklahoma City FM, climb to 2,500′ on W course or when directed by ATC, climb to 3,000′ on N course.
	Newalla FM (final)	----------	2,200							
Kahle Airport	(Make let-down to Will Rogers Field. Fly VFR from Will Rogers Field to Kahle Airport.)									
Tulakes Airport	(Make let-down to Will Rogers Field. Fly VFR from Will Rogers Field to Tulakes Airport.)									
OMAHA, NEBR.	California FM (final)	----------	1,800	W side N course: 334 outbound. 154 inbound 2,300′ within 25 miles.	*1,800	139—5.1	T-dn C-d C-n S-d S-n 14L A-dn	300-1.0 500-1.0 500-1.5 500-1.0 500-1.5 800-2.0	300-1.0 500-1.5 500-2.0 500-1.0 500-1.5 800-2.0	Within 5.1 miles, climb to 2,700′ on SE course, or as directed by ATC. *1,192′ msl stack, 1.6 miles SSE of LFR and 1 mile W of SE course. CAUTION: (1) 1,730′ msl radio tower, 4.5 miles SW of LFR. (2) 1,339′ msl bluff, 1.5 miles E of airport.
ORLANDO, FLA. Orlando Airport, 115′ SBMRLZ-DTV 371 kc; ORL Procedure No. 1	Oviedo FM (final)	----------	700	S side NE course: 040 outbound. 220 inbound. 1,200′ within 25 miles.	700	220—3.4	T-dn C-dn S-dn 22 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 3.4 miles, climb to 1,500′ on SW course, or as directed by ATC.
Hoequist Airport	(Make let-down to Orlando Airport. Fly VFR from Orlando Airport to Hoequist Airport.)									
OTTO, N. MEX. Otto Airport, 6,226′ BMRLZ-DTV 290 kc; OTO Procedure No. 1	Int. E course Otto LFR and SW course Las Vegas LFR.	----------	8,500	E side S course: 164 outbound. 344 inbound. 8,000′ within 25 miles.	7,220	074—0.2	T-d T-n C-d C-n A-dn	500-1.0 500-2.0 1,000-1.0 1,000-2.0 1,000-2.0	NA NA NA NA NA	Within 0.0 mile, climb to 9,500′ on E course.
PALACIOS, TEX. Palacios Airport, 13′ BMRLZ-DTV 350 kc; PSX Procedure No. 1	----------	----------	----------	W side NW course: 298 outbound. 118 inbound. 1,200′ within 10 miles (NA beyond 10 miles).	700	109—2.0	T-d T-n C-d C-n A-d A-n	300-1.0 NA 500-1.0 NA 800-2.0 NA	300-1.0 NA 500-1.5 NA 800-2.0 NA	Within 2.0 miles, climb to 1,200′ on SE course within 25 miles, or as directed by ATC. NOTE: ADF procedure not authorized.
PALMDALE, CALIF. Los Angeles County Airport, 2,549′ SBMRAZ-DTV 317 kc; PMD Procedure No. 1	----------	----------	----------	N side NE course: 036 outbound. 216 inbound. 4,000′ within 10 miles. 5,000′ within 25 miles.*	3,540	214—2.5	T-dn C-dn A-dn	300-1.0 1,000-2.0 1,000-2.0	300-1.0 1,000-2.0 1,000-2.0	Within 0.0 miles, make 180° right turn (N) and climb to 6,000′ on NE course within 16 miles. *Danger Area 16 miles NE of LFR—make procedure turn within 15 miles. SHUTTLE: To 6,000′ on NE course within 16 miles. CAUTION: High terrain 5 miles S of airport.
PEMBINA, N. DAK. Pembina Airport, 792′ SMRAWZ 260 kc; PME Procedure No. 1	----------	----------	----------	E side S course: 164 outbound. 344 inbound. 1,900′ within 25 miles.	1,400	356—1.6	T-dn C-dn A-dn	300-1.0 600-1.5 800-2.0	NA NA NA	Within 1.6 miles, climb to 2,000′ on N course.

LOW FREQUENCY RANGE PROCEDURES—Continued

City and State; airport name, elevation; class of facility; frequency; identification; procedure No.	Initial approach to facility			Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance facility to airport	Ceiling and visibility minimums			If visual contact not established at authorized landing minimums after passing facility within distance specified below, or if landing not accomplished; remarks
	From—	Course and distance	Minimum altitude (ft.)				Condition	Type aircraft: 75 m. p. h. or less	Type aircraft: More than 75 m. p. h.	
PENSACOLA, FLA. Hagler Airport, 121′ SBRAZ-DTV 326 kc; PNS Procedure No. 1	----------	----------	----------	E side S course: 160 outbound. 340 inbound. 1,100′ within 25 miles.	700	340—2.1	T-dn C-dn S-dn 35 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 2.1 miles, turn right, climb to 1,300′ and return to S course of Pensacola LFR, # or as directed by ATC. CAUTION: Danger Area S of control area.
PEORIA, ILL. Greater Peoria Airport, 659′ SBMRAZ-DTV 356 kc; PIA Procedure No. 1	----------	----------	----------	W side N course: 002 outbound. 182 inbound. 2,000′ within 25 miles.	1,500	178—2.4	T-dn C-d C-n A-dn	300-1.0 500-1.0 500-1.5 800-2.0	300-1.0 500-1.5 500-2.0 800-2.0	Within 2.4 miles, climb to 2,000′ on S course.
PHILADELPHIA, PA. Philadelphia Intn'l Airport, 10′ SBMRAZ-DTV 263 kc; PHL Procedure No. 1	Boothwyn FM (final)	----------	900	S side W course: 260 outbound. 080 inbound. 1,500′ within 10 miles. 1,700′ within 15 miles. 1,800′ within 25 miles.	900	099—2.7	T-dn C-dn S-dn 9 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 2.7 miles, climb to 1,800′ on NE course, or when directed by ATC, make a right climbing turn, climb to 1,500′ on S course. NOTE: Standard clearance not provided over obstruction 1 mile SE of LFR.
North Philadelphia Airport, 12′ MLWZ-DVT (North Philadelphia LFR) 371 kc; PNE Procedure No. 1	Holmesburg FM	----------	1,600	N side NE course: 058 outbound. 238 inbound. 1,500′ within 15 miles (NA beyond 15 miles).	800	238—2.8	T-dn C-d C-n S-d S-n 24 A-dn	300-1.0 500-1.0 500-1.5 500-1.0 500-1.5 800-2.0	300-1.0 500-1.5 500-1.5 500-1.0 500-1.5 800-2.0	Within 2.8 miles, make a climbing right turn to 1,500′ within 10 miles on NE course. NOTE: (1) Standard clearance not provided over 306′ and 340′ obstructions W of LFR. (2) ADF procedure not authorized.
PHILIPSBURG, PA. Philipsburg Airport, 1,933′ SBRAZ-DTV 224 kc; PSB Procedure No. 1	----------	----------	----------	W side NW course: 343 outbound. 163 inbound. 3,500′ within 25 miles.	3,000	169—5.0	T-d T-n C-d C-n A-dn	500-1.0 500-2.0 600-2.0 1,000-2.0 1,000-3.0	500-1.0 500-2.0 600-2.0 1,000-2.0 1,000-3.0	Within 5.0 miles, climb to 4,000′ on S course within 25 miles. CAUTION: 2,440′ msl tower, 3.5 miles ENE of airport.
Albert Airport, 1,750′ Procedure No. 1	----------	----------	----------	N side E course: 107 outbound. 287 inbound. 3,500′ within 25 miles.	3,000	285—6.1	T-dn C-d C-n A-dn	500-1.0 600-2.0 800-2.0 1,000-2.0	500-1.0 600-2.0 800-2.0 1,000-2.0	Within 6.1 miles, climb to 4,000′ on W course.
PHOENIX, ARIZ. Phoenix-Sky Harbor Airport, 1,124′ SBMRAZ-DTV 326 kc; PHX Procedure No. 1	Perryville FM	----------	2,600	S side E course: 081 outbound. 261 inbound. 2,600′ within 15 miles. 4,100′ within 25 miles.	2,100	261—1.8	T-dn C-d C-n A-dn	300-1.0 500-1.0 500-1.5 800-2.0	300-1.0 600-1.5 600-1.5 800-2.0	Within 1.8 miles, climb to 5,000′ on W course within 25 miles, or as directed by ATC. CAUTION: 2,000 hills 5 miles S of airport. SHUTTLE: To 5,000′ on W or S course.
PIERRE, S. DAK. Pierre Airport, 1,742′ SBRAZ-DTV 347 kc; PIR Procedure No. 1	Pierre VOR	232-2.0	3,000	N side E course: 083 outbound. 263 inbound. 3,000′ within 25 miles.	2,500	268—3.3	T-dn* C-d C-n A-dn	300-1.0 500-1.0 500-1.5 800-2.0	300-1.0 500-1.5 500-2.0 800-2.0	Within 3.3 miles, climb to 3,500′ on W course within 25 miles, or as directed by ATC. *All take-offs to the NW will be restricted to 400-1.
PITTSBURGH, PA. Allegheny County Airport, 1,252′ SBRAZ-DTV 254 kc; PIT Procedure No. 1	Cecil FM or Rbn (final)	----------	2,000	S side W course: 265 outbound. 085 inbound. 2,500′ within 20 miles. 2,700′ within 25 miles.	2,000	085—2.3	T-dn C-dn S-dn 9 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 2.3 miles, climb to 3,000′ on E course within 10 miles, or as directed by ATC.
POCATELLO, IDAHO Phillips Field, 4,448′ BMRLZ-DTV 257 kc; PIH Procedure No. 1	----------	----------	----------	N side W course: 236 outbound. 056 inbound. 6,500′ within 25 miles.	4,940	326—0.5	T-dn C-d C-n A-dn	300-1.0 300-1.0 500-2.0 800-2.0	300-1.0 600-1.5 600-2.0 800-2.0	*Within 0.0 miles, turn left and climb to 7,000′ on W course within 25 miles. *NOTE: Procedure turn NA on S side of W course due to high terrain.
PORTLAND, MAINE Portland Airport, 60′ BMRLZ-DTV 215 kc; PWM Procedure No. 1	----------	----------	----------	W side NW course: 329 outbound. 149 inbound. 1,500′ within 10 miles. 2,000′ within 20 miles. 2,500′ within 25 miles.	1,000	149—2.2	T-dn C-dn S-dn 15 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 600-1.5 500-1.0 800-2.0	Within 2.2 miles, climb to 1,500′ on SE course. NOTE: ADF procedure not authorized.

LOW FREQUENCY RANGE PROCEDURES—Continued

City and State; airport name, elevation; class of facility; frequency; identification; procedure No.	Initial approach to facility: From—	Initial approach to facility: Course and distance	Initial approach to facility: Minimum altitude (ft.)	Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance facility to airport	Ceiling and visibility minimums: Condition	Ceiling and visibility minimums: Type aircraft: 75 m. p. h. or less	Ceiling and visibility minimums: Type aircraft: More than 75 m. p. h.	If visual contact not established at authorized landing minimums after passing facility within distance specified below, or if landing not accomplished; remarks
PORTLAND, OREG. Portland International Airport, 23′ SBRAZ-DVT 332 kc; PDX Procedure No. 1	Woodland FM (final)		1,500	W side N course: 331 outbound. 151 inbound. 2,000′ within 15 miles. 3,000′ within 20 miles. 4,000′ within 25 miles.	1,500	169—3.2	T-dn C-d C-n A-dn	300-1.0 600-1.0 600-1.0 800-2.0	300-1.0 600-1.5 700-1.5 800-2.0	Within 3.2 miles, climb to 3,000′ on S course, climbing to 2,000′ within 10 miles of LFR, or as directed by ATC.
	Stevenson FM		6,000							
	Washougal FM		4,000							
PRESCOTT, ARIZ. Prescott Airport, 5,042′ SBRAZ-DTV 347 kc; PRC Procedure No. 1				E side NW course: 322 outbound. 142 inbound. 7,000′ within 10 miles. 8,000′ within 25 miles.	6,500	142—5.3	T-dn C-dn A-dn	800-2.0 1,000-2.0 1,000-2.0	1,000-2.0 1,500-2.0 1,500.2-0	Within 2.0 miles, turn left and climb to 8,000′ on NW course within 25 miles, or as directed by ATC.
PRESQUE ISLE AFB Spragueville LFR	(SEE SPRAGUEVILLE, MAINE)									
PROVIDENCE, R. I. Green Airport, 56′ SBMRLZ-DTV 347 kc; PVD Procedure No. 1	Wyoming FM (final)		1,000	W side SW course: 227 outbound. 047 inbound. 1,600′ within 10 miles. 1,700′ within 25 miles.	1,000	047—3.1	T-dn C-dn S-d S-n 5 A-dn	300-1.0 500-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 500-1.5 800-2.0	Within 3.1 miles, climb to 1,700′ on N course, or when directed by ATC, climb to 2,700′ on SW course of Squantum LFR.
PUEBLO, COLO. Pueblo Airport No. 1, 4,853′ SBRAZ-DTV 302 kc; PUB Procedure No. 1	Fountain FM		7,000	E side S course: 149 outbound. 329 inbound. 6,600′ within 10 miles (NA beyond 10 miles).	5,800	328—1.8	T-dn C-d C-n A-dn	300-1.0 500-1.0 500-2.0 800-2.0	300-1.0 500-1.5 500-2.0 800-2.0	Within 1.8 miles, turn right, climb to 6,000′ on E course within 25 miles, or as directed by ATC. *If contact not established at 6,000′ prior to reaching LFR, climb to 6,600′ on S course within 10 miles for procedure turn.
	E (LaJunta LFR)*		6,000							
	St. Charles FM (final)		5,800							
PULASKI, VA. Loving Field, 2,200′ SBMRAZ-DTV 272 kc; PSK Procedure No. 1				N side E course: 073 outbound. 253 inbound. 5,000′ within 20 miles. 5,500′ within 25 miles.	3,700	248—2.1	T-dn C-dn A-dn	1,000-2.0 1,500-2.0 2,000-2.0	1,000-2.0 1,500-2.0 2,000-2.0	Within 2.1 miles, climb to 7,000′ on SW course.
RALEIGH, N. C. Raleigh-Durham Airport, 435′ SBRAZ-DTV 350 kc; RDU Procedure No. 1	Knightdale FM (final)		1,300	N side SE course: 119 outbound. 299 inbound. 1,600′ within 25 miles.	1,300	296—4.0	T-dn C-dn S-dn 32 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 4.0 miles, climb to 2,000′ on NW course within 25 miles, or as directed by ATC.
Raleigh Airport	(Make let-down to Raleigh Durham Airport. Fly VFR from Raleigh-Durham Airport to Raleigh Airport.)									
RAPID CITY, S. DAK. Rapid City Airport, 3,172′ SBRAZ-DTV 221 kc; RAP Procedure No. 1	Rapid City VOR	146—8.0	5,000	N side E course: 075 outbound. 255 inbound. 4,400′ within 25 miles.	3,900	104*—1.9	T-dn C-dn A-dn	300-1.0 700-1.0 800-2.0	300-1.0 700-1.5 800-2.0	Within 0.0 mile, climb to 5,000′ on N course within 25 miles or as directed by ATC. *Field is located between the procedure turn and the LFR station. NOTE: DC-3 and larger type aircraft restricted to NW/SE runway only.
RAWLINS, WYO. Rawlins Airport	(SEE SINCLAIR, WYO.)									
RED BLUFF, CALIF. Bidwell Field, 354′ SBRAZ-DTV 338 kc; RBL Procedure No. 1				E side S course: 158 outbound. 838 inbound. 2,000′ within 25 miles.	1,000	324—2.5	T-dn C-dn A-dn	300-1.0 500-1.0 800-2.0	300-1.0 500-1.5 800-2.0	Within 2.5 miles, turn right, climb to 2,000′ on course, or as directed by ATC.
REDMOND, OREG. Roberts Field, 3,077′ SBRAZ-DTV 368 kc; RDM Procedure No. 1				N side NW course: 282 outbound. 102 inbound. 6,000′ within 12 miles (NA beyond 12 miles).	4,600	102—4.3	T-dn C-d C-n A-dn	300-1.0 700-1.0 700-1.5 800-2.0	300-1.0 700-1.5 700-1.5 800-2.0	Within 4.3 miles, make right turn and climb to 7,000′ on S course within 15 miles. CAUTION: 6,400′ terrain 5 miles S of NW course, 20 miles from LFR. SHUTTLE: On N course to 7,000′.

LOW FREQUENCY RANGE PROCEDURES—Continued

City and State; airport name, elevation; class of facility; frequency; identification; procedure No.	Initial approach to facility: From—	Course and distance	Minimum altitude (ft.)	Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance facility to airport	Ceiling and visibility minimums: Condition	Type aircraft: 75 m. p. h. or less	Type aircraft: More than 75 m. p. h.	If visual contact not established at authorized landing minimums after passing facility within distance specified below, or if landing not accomplished; remarks
RENO, NEV. United Air Lines Airport, 4404′ SBRAZ-DTV 254 kc; RNO Procedure No. 1	Wadsworth FM		9,500	E side N course: 341 outbound. 161 inbound. 8,500′ within 20 miles. 9,000 within 25 miles.	7,000	161—3.0	T-dn C-dn A-dn	1,000-3.0 2,500-3.0 2,500-3.0	1,000-3.0 2,500-3.0 2,500-3.0	Within 3.0 miles, make immediate left turn and climb to 9,000′ on N course within 20 miles, or as directed by ATC. SHUTTLE: N course to 10,000′ within 25 miles.
	Reno VOR	266—7.0	9,500							
RICHMOND, TEX.	(NO ASSOCIATED AIRPORT)									
RICHMOND, VA. Byrd Field, 167′ SBRAZ-DTV 260 kc; RIC Procedure No. 1	Chester FM (final)		*700	S side SW course: 218 outbound. 038 inbound. 1,500′ within 25 miles.	*700	020—2.0	T-dn C-dn S-dn 2 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 2.0 miles, climb to 1,500′ on N course. *Do not descend below 1,000′ msl unless on the SW course of Richmond LFR.
	Manakin Rbn		1,700							
RIVERSIDE, CALIF. March AFB, 1,535′ SBMRAZ-DTV 388 kc; RIV Procedure No. 1				N side W course: 256 outbound. 076 inbound. 4,000′ within 10 miles. 5,000′ within 25 miles.	4,000	128—2.9	T-d T-n C-d C-n A-dn	1,000-1.0 1,000-2.0 2,000-1.5 2,000-2.0 2,000-3.0	1,000-1.0 1,000-2.0 2,000-1.5 2,000-2.0 2,000-3.0	Within 2.9 miles, make right turn and climb to 5,000′ on W course.
Arlington Airport	(Make let-down to March AFB. Fly VFR from March AFB to Arlington Airport.)									
ROCHESTER, N. Y. Rochester Airport, 558′ SBMRLZ-DVT 206 kc; ROC Procedure No. 1	Int. S course Rochester LFR and E course Buffalo LFR.		2,000	N side E course: 118 outbound. 298 inbound. 2,000′ within 25 miles.	1,500	312—2.1	T-dn C-dn A-dn	300-1.0 500-1.0 800-2.0	300-1.0 600-1.5 800-2.0	Within 2.1 miles, climb to 2,000′ on W course. NOTE: Take-offs on Runway 12 and landings on Runway 30 not authorized.
ROCKFORD, ILL. Greater Rockford Airport, 734′ SBRAZ-DTV 338 kc; RFD Procedure No. 1				W side NW course. 314 outbound. 134 inbound. 2,000′ within 10 miles. 2,100′ within 25 miles.	1,500	179—8.8	T-dn C-dn A-dn	300-1.0 700-2.0 800-2.0	300-1.0 700-2.0 800-2.0	Within 8.8 miles, make left turn and climb to 2,100′ on SE course and proceed to Rockford LFR station.
Machesney Airport, 732′ Procedure No. 1				S side W course: 273 outbound. 093 inbound. 2,100′ within 10 miles. 2,200′ within 25 miles.	1,500	045-1.7	T-dn C-d C-n A-dn	300-1.0 600-1.5 600-2.0 800-2.0	NA NA NA NA	Within 1.7 miles, climb to 2,500′ on E course.
ROCK SPRINGS, WYO. Rock Springs Airport, 6,752′ SBRAZ-DTV 290 kc; RKS Procedure No. 1	Point of Rock FM (final)		8,700	N side of E course: 066 outbound. 246 inbound. 9,200′ within 25 miles.	*8,700	246—2.9	T-dn C-d C-n A-dn	300-1.0 500-1.0 500-2.0 800-2.0	300-1.0 500-1.5 500-2.0 800-2.0	Within 2.9 miles climb to 10,000′ on W course within 25 miles. *Descent to 8,200′ to pass over the LFR at 8,200′ may be started after passing the ILS LOM, provided position over outer marker is vertified by visual and aural signals. If outer marker not received, final approach altitude is 8,700′.
	ILS LOM (final)		*8,200							
ROME, GA.	(NO PROCEDURE APPROVED)									
ROSWELL, N. MEX. Roswell Airport, 3,621′ SBMRAZ-DTV 305 kc; ROW Procedure No. 1				N side SE course: 122 outbound. 302 inbound. 5,000′ within 25 miles.	4,500	311—9.1	T-dn C-dn A-dn	300-1.0 500-2.0 800-2.0	300-1.0 500-2.0 800-2.0	Within 9.1 miles, climb to 12,000′ on NW course. SHUTTLE: SE course to 5,500′ within 50 miles of LFR.

LOW FREQUENCY RANGE PROCEDURES—Continued

City and State; airport name, elevation; class of facility; frequency; identification; procedure No.	Initial approach to facility: From—	Course and distance	Minimum altitude (ft.)	Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance facility to airport	Ceiling and visibility minimums: Condition	Type aircraft: 75 m. p. h. or less	Type aircraft: More than 75 m. p. h.	If visual contact not established at authorized landing minimums after passing facility within distance specified below, or if landing not accomplished; remarks
SACRAMENTO, CALIF. Sacramento Airport, 21′ SBMRAZ-DTV 236 kc; SAC Procedure No. 1	Int. NE course Sacramento LFR and 292° bearing to McClellan Rbn.	----------	1,500	E side SW course: 198 outbound. 018 inbound. 1,200′ within 10 miles (NA beyond 10 miles)*.	720	027—1.7	T-dn C-dn A-dn	300-1.0 500-1.0 800-2.0	300-1.0 600-1.5 800-2.0	Within 1.7 miles, climb to 2,500′ on NE course: within 20 miles, or as directed by ATC. *Procedure turn beyond Clarksburg FM not authorized.
	Int. SE course Sacramento LFR and N course Stockton LFR (Galt Int.).	----------	1,200							
	Int. SW course Sacramento LFR and S course Travis LFR (Rio Int.).	----------	1,200							
	Clarksburg FM (final)	----------	720							
ST. JOSEPH, MO. Rosecrans Memorial Airport, 821′ SBMRLZ-DTV 341 kc; STJ Procedure No. 1	St. Joseph VOR	170—17.0	2,400	E side S course: 172 outbound. 352 inbound. 2,200′ within 10 miles (NA beyond 10 miles).	1,700	360—3.7	T-dn C-d C-n S-dn 35 A-dn	300-1.0 500-1.0 500-1.5 500-1.0 800-2.0	300-1.0 700-1.5 700-1.5 500-1.0 800.2-0	Within 3.7 miles climb to 2,400′ on N course, within 25 miles, or as directed by ATC. *Procedure turn not authorized beyond 10 miles on account of conflicting Kansas City traffic. CAUTION: 400′ bluffs W, NW and E of field.
ST. LOUIS, MO. Lambert-St. Louis Airport, 658′ SBRAZ-DTXV 209 kc; STL Procedure No. 1	Spanish Lake FM (final)	----------	1,300	N side E course: 069 outbound. 249 inbound. 1,800′ within 25 miles.	1,300	355—2.0	T-dn C-dn S-dn 24 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 2.0 miles, climb to 2,000′ on W course within 25 miles, or as directed by ATC.
	St. Peters FM	----------	1,800							
ST. PAUL, MINN.	(SEE MINNEAPOLIS, MINN.)									
SALINAS, CALIF. Salinas Airport, 84′ BMRL-DTV Procedure No. 1	(Initial approaches must be on top, with tops not above 3,500′ msl)			W side NW course: 300 outbound. 120 inbound. 2,000 within 25 miles.	780#	311—2.4	T-dn C-dn A-dn	300-1.0 700-2.0 1,000-2.0 (BCOB)	300-1.0 700-2.0 1.200-2.0 (BCOB)	Within 0.0 miles., climb to 5,000′ on SE course within 25 miles, or as directed by ATC. *Procedure turn limited to 4 miles on manuevering side of final approach course due to Fort Ord danger area. #314′ msl tower, 3.5 miles NW of airport. NOTE: ADF procedure not authorized, no standby equipment.
SALT FLAT, TEX. Salt Flat Airport, 3,727′ BMRLZ-DPTV 335 kc; SFL Procedure No. 1	----------	----------	----------	W side N course: 342 outbound. 162 inbound. 5,000′ within 15 miles (NA beyond 15 miles).	4,500	162—2.7	T-d T-n C-d C-n A-dn	300-1.0 300-2.0 500-1.5 500-2.0 800-2.0	NA NA NA NA NA	Within 2.7 miles, turn right and climb to 8,000′ on W course. CAUTION: 4,030′ msl terrain approximately 2.5 miles WSW of airport.
SALT LAKE CITY, UTAH Salt Lake City Airport No. 1, 4,222 SBRAZ-DTXV 227 kc; SLC Procedure No. 1	Layton FM (final	----------	4,900	W side N course: 329 outbound. 149 inbound. 7,500′ within 20 miles. 10,000′ within 25 miles.	4,900	163—2.7	T-dn C-dn S-dn 16 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 600-1.5 500-1.5 800-2.0	Within 2.7 miles, turn W and climb to 8,000′ on W course LFR to Stansbury Int., then to 9,000′ on magnetic course of 335° to Promontory Point Rbn, or as directed by ATC. CAUTION: 5,000′ terrain 3 miles E of LFR. High terrain 8 miles E of N and S courses and W of S course, also S of W course 12 miles from range. 4,541′ msl radio tower 1.5 miles SE of LFR. SHUTTLE: to 10,000′ on N course within 20 miles. All turns W.
	Riverton FM	----------	11,000							
Utah Central Airport	(Make let-down to Salt Lake City Airport No. 1. Fly VFR from Salt Lake City Airport No. 1 to Utah Central Airport.									
SAN ANGELO, TEX. Mathis Airport, 1,915′ BMRLZ-DTV 227 kc; SJT Procedure No. 1	----------	----------	----------	N side E course: 960 outbound. 240 inbound. 3,500′ within 25 miles.	3,500	240—6.5	T-dn C-dn S-d S-n 21 A-dn	300-1.0 500-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 500-1.5 800-2.0	Within 6.5 miles, climb to 3,500′ on W course.

LOW FREQUENCY RANGE PROCEDURES—Continued

City and State; airport name, elevation; class of facility; frequency; identification; procedure No.	Initial approach to facility: From—	Course and distance	Minimum altitude (ft.)	Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance facility to airport	Ceiling and visibility minimums: Condition	Type aircraft: 75 m. p. h. or less	Type aircraft: More than 75 m. p. h.	If visual contact not established at authorized landing minimums after passing facility within distance specified below, or if landing not accomplished; remarks
SAN ANTONIO, TEX. San Antonio Airport, 800′ SMRLZ-DTV 344 kc; SAT Procedure No. 1	Cibolo Creek FM (final)		1,880	W side N course: 354 outbound. 174 inbound. 2,400′ within 10 miles. 2,500′ within 15 miles (NA beyond 15 miles).	*1,880	174—2.6	T-dn C-dn S-dn 17 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 2.6 miles, climb to 2,500′ on S course within 25 miles. *If position over San Antonio VOR or Yates Rbn positively determined on final approach, altitude over LFR on final approach is 1,640′.
	Yates Rbn (final)*		1,640							
	Int. E course San Antonio LFR and NE course Raldolph LFR.		2,200							
	Int. W course San Antonio LFR and NE course Kelly LFR.		2,200							
	San Antonio VOR (final)*	173—4.5	1,640							
Kelly AFB	(See KELLY (San Antonio), Tex.)									
SAN DIEGO, Calif. Lindbergh Field, 15′ SBRAZ-DTV 224 kc; SAN Procedure No. 1	Jamul Rbn		3,600	W side N course: 325 outbound. 145 inbound. 2,500′ within 25 miles.	*1,200	143—2.5	T-dn C-dn A-dn	300-1.0 600-2.0 800-2.0	300-1.0 700-2.0 800-2.0	Within 2.5 miles, climb to 3,000′ on SE course within 15 miles (Mexican Border), or as directed by ATC. *Descent below 2,500′ not authorized until past La Jolla FM inbound. 1,022′ msl obstruction at La Jolla FM. If La Jolla FM not received, approach control clearance required to descend below 2,500′ and cross San Diego LFR at a minimum of 1,500′.
	Int. E course San Diego LFR and SE course Miramar NAS LFR.		1,500							
	Coronado FM		2,600							
	Oceanside Rbn		2,500							
	La Jolla FM (final)		1,200							
SAN FRANCISCO, CALIF. San Francisco Airport, 11′ SBMRLZ-DTV 227 kc; SFO Procedure No. 1	Bay point FM*		3,000	E side SE course: 108 outbound. 288 inbound. 1,500′ within 15 miles. 4,000′ within 25 miles.	#1,050	292—3.0	T-dn C-dn S-dn 28 A-dn	300-1.0 600-1.5 500-1.0 800-2.0	300-1.0 600-1.5 500-1.0 800-2.0	Within 2.0 miles, climb to 3,000′ on NW course within 25 miles, or as directed by ATC. *When an altitude below 5,000′ is used from the NE, flight as far as Oakland must be conducted via the NE course of Oakland LFR to provide adequate lateral clearance from Mt. Diablo (3,925′ msl). #If Belmont FM is received, descent to 700′ over LFR on final approach is authorized.
	Evergreen FM or Rbn		1,700							
	Belmont FM (final)		700							
	Half Moon Bay FM		3,000							
Belmont Airport	(Make let-down to San Francisco Airport. Fly VFR from San Francisco Airport to Belmont Airport.)									
San Mateo Airport	(Make let-down to San Francisco Airport. Fly VFR from San Francisco Airport to San Mateo Airport.)									
SANTA BARBARA, CALIF. Santa Barbara Airport, 14′ SBMRLZ-DTV 350 kc; SBA Procedure No. 1	El Capitan FM*		5,000	S side W course: 254 outbound. 074 inbound. 2,000′ within 15 miles. 2,000′ and on top within 25 miles.	720	074—2.2	T-dn C-dn S-dn 7 A-dn	300-1.0 700-2.0 500-1.0 800-2.0	300-1.0 700-2.0 700-2.0 800-2.0	Within 2.1 miles, climb straight ahead to 800′, turn right and climb to 4,000′ on SE course within 20 miles, or as directed by ATC. *Authorized only when on top and when alined on W course Santa Barbara LFR. CAUTION: (1) Terrain above flight altitude paralleling final approach course on N. (2) 334′ msl radio masts, 1 mile SE of airport. NOTE: (1) This procedure not authorized with tops above 3,500′ msl. (2) ADF procedure not authorized.
SAULT STE. MARIE, MICH. Sault Ste. Marie Airport, 722′ SBMRAZ-DTV 356 kc; SSM Procedure No. 1				E side SE course: 118 outbound. 298 inbound. 1,800′ within 25 miles.	1,300	316—2.2	T-d T-n C-d C-n S-d S-n A-d A-n	300-1.0 NA 500-1.0 NA 500-1.0 NA 800-2.0 NA	300-1.0 NA 500-1.5 NA 500-1.0 NA 800-2.0 NA	Within 2.2 miles, climb to 2,500′ on W course.

LOW FREQUENCY RANGE PROCEDURES—Continued

City and State; airport name, elevation; class of facility; frequency; identification; procedure No.	Initial approach to facility: From—	Initial approach to facility: Course and distance	Initial approach to facility: Minimum altitude (ft.)	Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance facility to airport	Ceiling and visibility minimums: Condition	Ceiling and visibility minimums: Type aircraft: 75 m. p. h. or less	Ceiling and visibility minimums: Type aircraft: More than 75 m. p. h.	If visual contact not established at authorized landing minimums after passing facility within distance specified below, or if landing not accomplished; remarks
SAVANNAH, GA. Travis Field, 50′ SBMRLZ-DTV 263 kc; SAV Procedure No. 1	----------	----------	----------	W side SE course: 141 outbound. 321 inbound. 1,100′ within 15 miles* (NA beyond 15 miles).	1,000	349—8.5	T-dn C-dn A-dn	300-1.0 500-2.0 800-2.0	300-1.0 500-2.0 800-2.0	Within 8.5 miles, climb to 1,400′ on NW course *Procedure turn must be accomplished within 15 miles.
SCOTTSBLUFF, NEBR. Scottsbluff Airport, 3,965′ SBMRLZ-DTV 341 kc; SCT Procedure No. 1	----------	----------	----------	E side SE crouse: 121 outbound. 301 inbound. 5,600′ within 10 miles (NA beyond 10 miles).	5,100	301—3.2	T-dn C-dn A-dn	300-1.0 500-1.0 800-2.0	300-1.0 500-1.5 800-2.0	Within 3.2 miles, climb to 6,000′ on NW course within 25 miles. NOTE: Lights on request only.
SEATTLE, WASH. Boeing Field, 17′ SBRAZ-DTXPV 260 kc; SEA Procedure No. 1	E course Seattle NAS LFR (Monroe Int.).	----------	3,000	E side S course: 176 outbound. 356 inbound. 2,000′ within 15 miles (NA beyond 15 miles).	*1,500	290—2.4	T-dn C-dn A-dn	300-1.0 800-2.0 800-2.0	300-1.0 800-2.0 800-2.0	Within 2.4 miles, climb to 1,500′ on NW course within 15 miles of LFR. *1200′ authorized after passing Seattle LOM inbound. CAUTION: (1) Radio towers located as follows: 19 miles NW of LFR (963′ msl); 18 miles S of LFR (730′ msl); 8 miles NW of LFR (578′ msl). (2) Water towers located as follows: 7 miles NW of LFR (606′ msl); 5 miles E of LFR (787′ msl).
	Hobart FM	----------	4,000							
	Lakeview FM (final)	----------	1,500							
	Int W course Seattle NAS LFR (Kitsap Int.).	----------	2,000							
	McChord LFR	----------	3,000							
Procedure No. 2	Hobart FM	----------	4,000	W side NW course: 297 outbound. 117 inbound. 2,000′ within 10 miles (NA beyond 10 miles).	1,500 (Over Harbor Island FM)	117—3.7 (From Harbor Island FM)	T-dn C-dn A-dn	300-1.0 800-2.0 800-2.0	300-1.0 800-2.0 800-2.0	Within 3.7 miles of Harbor Island FM, climb to 2,000′ on S course within 15 miles of LFR. *Approaches from S and NE will use procedure No. 1. CAUTION: (1) Radio towers located as follows: 19 miles NW of LFR (963′ msl); 18 miles S of LFR (730′ msl); 8 miles NW of LFR (578′ msl). (2) Water towers located as follows: 7 miles NW of LFR (606′ msl); 5 miles E of LFR (787′ msl).
	Int. W course Seattle NAS LFR (Kitsap Int.).	----------	2,000							
	NE—*	----------	----------							
	S—*	----------	----------							
SHELTON, WASH. Mason County Airport	(NO PROCEDURE APPROVED)									
SHERIDAN, WYO. Sheridan County Airport, 4,021′ SBRAZ-DTV 239 kc; SHR Procedure No. 1	Ucross FM	----------	5,000	E side SE course: 118 outbound. 298 inbound. 6,000′ within 25 miles.	#5,500	298—1.6	T-d T-n C-d C-n A-dn	500-1.0 500-2.0 800-1.0 800-2.0 800-2.0	500-1.0 500-2.0 800-1.5 800-2.0 800-2.0	Within 1.6 miles, climb to 8,000′ on NW course within 25 miles or as directed by ATC. #If both visual and aural signals are received over Sheridan FM, minimum altitude over LFR will be 5,000′. CAUTION: High terrain to the SE and SW.
	Sheridan FM (final)#	----------	5,000							
	Sheridan VOR	121—9.0	6,000							
SHREVEPORT, LA. Greater Shreveport Airport, 252′ SBRAZ-DTV 230 kc; SHV Procedure No. 1	Dixie FM and Rbn (final)	----------	900	E side NW course: 326 outbound. 146 inbound. 1,700′ within 25 miles.	900	196—9.0	T-dn C-dn A-dn	300-1.0 600-2.0 800-2.0	300-1.0 600-2.0 800-2.0	Within 9.0 miles, turn left, climb to 1,500′ on course of 135°, intercept and proceed S on S course of LFR within 25 miles, or when directed by ATC, climb to 1,500′, intercept and proceed SW on SW course Barksdale LFR within 25 miles.
	Shreveport VOR	#159—14.0	1,700							
SHREVEPORT, LA. Downtown Airport, 179′ SBRAZ-DTV 230 kc; SHV Procedure No. 1	Dixie FM and Rbn (final)	----------	800	E side NW course: 326 outbound. 146 inbound. 1,700′ within 25 miles.	800	152—1.8	T-dn C-d C-n S-d S-n 13 A-dn	300-1.0 500-1.0 500-1.5 500-1.0 500-1.5 NA	300-0.0 500-1.5 500-1.5 500-1.0 500-1.5 NA	Within 1.8 miles, climb to 1,500′ on S course, or as directed by ATC. NOTE: No weather reporting service or communications available at this airport.
SILVER LAKE, CALIF. Silver Lake Airport, 919′ MRAWZ 269 kc; SIL Procedure No. 1	----------	----------	----------	E side NW course: 312 outbound. 132 inbound. 5,000′ within 10 miles. 7,500′ within 25 miles.	4,000	132—1.9	T-dn C-dn A-nd	3,000-3.0 3,000-3.0 3,000-3.0	3,000-3.0 3,000-3.0 3,000-3.0	Within 0.0 miles, climb to 9,000′ on SE course. CAUTION: High terrain immediately W of NW course.

LOW FREQUENCY RANGE PROCEDURES—Continued

City and State; airport name, elevation; class of facility; frequency; identification; procedure No.	Initial approach to facility: From—	Initial approach to facility: Course and distance	Initial approach to facility: Minimum altitude (ft.)	Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance facility to airport	Ceiling and visibility minimums: Condition	Ceiling and visibility minimums: Type aircraft: 75 m. p. h. or less	Ceiling and visibility minimums: Type aircraft: More than 75 m. p. h.	If visual contact not established at authorized landing minimums after passing facility within distance specified below, or if landing not accomplished; remarks
SINCLAIR, WYO. Rawlins Airport, 6,784′ SBRAZ-DTV 368 kc; SIR Procedure No. 1	----------	----------	----------	N side E course: 071 outbound. 251 inbound. 8,600′ with 10 miles* (NA beyond 10 miles).	8,300	257—5.6	T-d T-n# C-d C-n A-d A-n	500-1.0 1,500-3.0 1,500-3.0 2,000-5.0 1,500-3.0 2,000-5.0 (BCOB)	NA NA NA NA NA NA	Within 0.0 miles, climb to 10,000′ on W course within 25 miles or as directed by ATC. *Procedure turn must be accomplished within 10 miles on account of high terrain to E. #Takeoff to SW only. CAUTION: High unlighted terrain surrounding airport.
SIOUX CITY, IOWA Sioux City Airport, 1,097′ SBMRLZ-DTV 335 kc; SUX Procedure No. 1	Sloan FM (final)	----------	1,900	E side S course: 154 outbound. 334 inbound. 2,400′ within 25 miles.	1,900	330—1.9	T-dn C-dn A-dn	300-1.0 500-1.0 800-2.0	300-1.0 600-1.5 800-2.0	Within 1.9 miles, climb to 2,900′ on N course, or as directed by ATC. CAUTION: 1,318′ terrain, 1.5 miles ENE of air port.
SIOUX FALLS, S. DAK. Sioux Falls Airport, 1,423′ SBRAZ-DTV 245 kc; SUJ Procedure No. 1	Sioux Falls VOR	175—4.0	2,700	W side NW course: 297 outbound. 117 inbound. 2,700′ within 10 miles. 2,800′ within 25 miles.	2,200	092—2.2	T-dn C-dn A-dn	300-1.0 500-1.0 800-2.0	300-1.0 500-1.5 800-2.0	Within 2.2 miles, climb to 3,000′ on NE course within 25 miles of LFR, or as directed by ATC
SMITHVILLE, TENN. Smithville Airport	(NO PROCEDURE APPROVED)									
SPARTANBURG, S. C. Spartanburg Airport, 816′ SBRAZ-DTV 248 kc; SPA Procedure No. 1	Int. NE course Spartanburg LFR and NW course Columbia LFR.	----------	2,200	S wide SW course: 238 outbound. 058 inbound. 2,000′ within 10 miles (NA beyond 10 miles).	1,500	065—1.5	T-dn C-d C-n A-dn	300-1.0 500-1.0 500-1.5 800-2.0	300-1.0 500-1.5 500-1.5 800-2.0	Within 1.5 miles, climb to 2,800′ on NE course within 25 miles, or as directed by ATC.
SPOKANE, WASH. Calkins Airport SBRAZ-DTV 365 kc; GEG	(Make let-down to Spokane LFR Fly VFR from Spokane LFR to Calkins Airport.)	----------	----------	----------	----------	288—5.3	----------	----------	----------	
Felts Field	(Make let-down to Spokane LFR Fly VFR from Spokane LFR to Felts Field.)	----------	----------	----------	----------	331—1.2	----------	----------	----------	
SPRAGUEVILLE, MAINE Presque Isle AFB, 534′ SMLZ-DTV 365 kc; SPR Procedure No. 1	----------	----------	----------	E side S course: 188 outbound. 008 inbound. 2,700′ within 25 miles.	2,000	008—3.6	T-dn C-dn S-dn 1 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 600-1.5 500-1.0 800-2.0	Within 3.6 miles, climb to 2,500′ on N course.
SPRINGFIELD, ILL. Southwest Airport SBMRAZ-DTV 239 kc; SPI	(Make let-down to Capital Airport. Fly VFR from Capital Airport to Southwest Airport.)									
SPRINGFIELD, MO. Springfield Airport, 1,267′ SBRAZ-DTV 254 kc; SGF Procedure No. 1	Springfield VOR	229—7.0	2,400	W side NW course. 314 outbound. 134 inbound. 2,400′ within 25 miles.	1,900	134—4.2	T-dn C-dn S-d S-n 13 A-dn	300-1.0 500-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 500-1.5 800-2.0	Within 4.2 miles, climb to 3,000′ on SE course within 25 miles, or as directed by ATC. CAUTION: 1,630′ msl tower, 4.5 miles SE of airport on missed approach.
STOCKTON, CALIF. Stockton Airport, 27′ BMRLZ-DTV 212 kc; SCK Procedure No. 1	Altamont Int	----------	3,000	E side S course: 147 outbound. 327 inbound. 1,500′ within 25 miles.	800	285—3.2	T-dn C-dn A-dn	300-1.0 500-1.0 1,000-2.0 (BCOB)	300-1.0 600-1.5 1,000-2.0 (BCOB)	Within 3.2 miles, climb to 2,000′ on N course within 25 miles. CAUTION: 340′ msl radio mast 1.5 miles NW of airport. NOTE: ADF procedure not authorized.
SUPERIOR, MONT.	(NO INSTRUMENT LETDOWNS AUTHORIZED)									
SYRACUSE, N. Y. Hancock Airport, 419′ SBRAZ-DTV 350 kc; SYR Procedure No. 1	----------	----------	----------	S side W course: 277 outbound. 097 inbound. 2,000′ within 25 miles.	1,400	098—7.4	T-dn* C-dn S-dn 10 A-dn	300-1.0 700-2.0 600-2.0 800-2.0	300-1.0 700-2.0 600-2.0 800-2.0	Within 7.4 miles, turn left, climb to 2,000′ and return to Syracuse LFR, or when directed by ATC, climb to 3,000′ on E course. *600-1.0 required for take-off to SE. CAUTION: 833′ msl radio mast located 1.3 miles SE of airport. 935′ msl radio mast located approximately 3 miles SW of airport.

LOW FREQUENCY RANGE PROCEDURES—Continued

City and State; airport name, elevation; class of facility; frequency; identification; procedure No.	Initial approach to facility: From—	Initial approach to facility: Course and distance	Initial approach to facility: Minimum altitude (ft.)	Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance facility to airport	Ceiling and visibility minimums: Condition	Ceiling and visibility minimums: Type aircraft: 75 m. p. h. or less	Ceiling and visibility minimums: Type aircraft: More than 75 m. p. h.	If visual contact not established at authorized landing minimums after passing facility within distance specified below, or if landing not accomplished; remarks
TALLAHASSEE, FLA. Dale Mabry Field, 70′ SBRAZ-DTV 379 kc; TLH Procedure No. 1	Quincy FM (final)		700	S side NW course: 296 outbound. 116 inbound. 1,300′ within 20 miles. 1,400′ within 25 miles.	700	085—2.7	T-dn C-dn S-dn 9 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 2.7 miles, climb to 1,400′ on E course within 25 miles, or as directed by ATC. CAUTION: 315′ msl obstruction, 1 mile NE of airport.
TAMPA, FLA. International Airport, 26′ SBRAZ-DTV 388 kc; TPA Procedure No. 1	Ruskin FM (final)		700	E side SE course: 135 outbound. 315 inbound. 1,200′ within 25 miles.	700	339—5.7	T-dn C-dn S-dn 32 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 5.7 miles, climb to 1,300′ on N course, or as directed by ATC.
TAMPA, FLA. Knight Airport, 8′ Procedure No. 1				S side SW course: 210 outbound. 030 inbound. 1,300′ within 25 miles.	700	055—2.7	T-dn C-d C-n S-d S-n 3 A-dn	300-1.0 500-1.0 500-1.5 500-1.0 500.1.5 800-2.0	300-1.0 500-1.5 500-1.5 500-1.0 500-1.5 800-2.0	Within 2.7 miles, climb to 1,500′ on NE course. NOTE: Approach control operates from International Airport on a 24-hour basis.
TAPPAHANNOCK, VA.	(NO PROCEDURE APPROVED)									
TERRE HAUTE, IND. Hulman Field, 585′ BMRLZ-DTV 248 kc; HUF Procedure No. 1				S side W course: 249 outbound. 069 inbound. 1,800′ within 25 miles.	1,300	072—5.8	T-dn C-d C-n A-dn	300-1.0 500-1.0 500-2.0 800-2.0	300-1.0 500-1.5 500-2.0 800-2.0	Within 5.8 miles, climb to 2,000′ on E course, or as directed by ATC. NOTE: ADF procedure not authorized.
Cox Airport, 485′ Procedure No. 1				S side W course: 249 outbound. 069 inbound. 1,800′ within 25 miles.	1,300	182—0.0	T-d T-n C-d C-n A-d A-n	300-1.0 NA 800-1.5 NA 800-2.0 NA	300-1.0 NA 800-1.5 NA 800-2.0 NA	Within 0.0 mile, climb to 2,000′ on E course.
TEXARKANA, ARK. Texarkana Airport, 389′ SBRAZ-DTV 329 kc; TXK Procedure No. 1				W side N course: 343 outbound. 163 inbound. 1,400′ within 15 miles. 1,700′ within 20 miles. 1,800′ within 25 miles.	900*	115—2.1	T-dn C-dn S-d S-n 13 A-dn	300-1.0 500-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 500-1.5 800-2.0	Within 2.1 miles, climb to 1,700′ on S course within 25 miles. *CAUTION: 750′ msl tower located approximately 3 miles SW of LFR.
THE DALLES, OREG. The Dalles Airport, 243′ SBRAZ-DTV 230 kc; DLS Procedure No. 1				S side E course:* 075 outbound. 255 inbound. 4,000′ within 25 miles.	2,740	246—3.1	T-d T-n C-d C-n A-d A-n	1,500-1.0 1,500-2.0 2,500-3.0 2,500-3.0 2,500-3.0 2,500-3.0	1,500-1.0 NA 2,500-3.0 NA 2,500-3.0 NA	Within 3.1 miles, make immediate 180° left turn and climb to 4,000′ on E course within 15 miles of LFR. *Procedure turn on N side E course not authorized due to high terrain.
THERMAL, CALIF.	(NO PROCEDURE APPROVED)									
TOLEDO, OHIO Toledo Airport, 622′ SBMRAZ-DTV 239 kc; TOL Procedure No. 1				W side S course: 204 outbound. 024 inbound. 1,900′ within 25 miles.	1,400	344—8.1	T-dn C-d C-n S-dn 32 A-dn	300-1.0 500-1.0 500-1.5 500-1.0 800-2.0	300-1.0 500-1.5 500-1.5 500-1.5 800-2.0	Within 8.1 miles, climb to 2,100′ on N course within 25 miles, or as directed by ATC.
TOLEDO, WASH. Toledo-Winlock Airport, 371′ BMRLZ-DTV 239 kc; TDO Procedure No. 1				W side N course: 357 outbound. 177 inbound. 3,500′ within 10 miles (NA beyond 10 miles).	2,000	235—2.9	T-dn C-dn A-dn	300-1.0 1,000-2.0 1,500-2.0	300-1.0 1,000-2.0 1,500-2.0	Within 2.9 miles, turn right, climb to 5,000′* on N course, or as directed by ATC. *Climb to 3,500′ within 10 miles of range station; all turns on W course. NOTE: ADF procedure not authorized.
TONOPAH, NEV. Tonopah Airport, 5426′ SBRAZ-DTV 221 kc; TPH Procedure No. 1				W side N course: 348 outbound. 168 inbound. 9,500′ within 25 miles.	8,000	168—2.6	T-d T-n C-d C-n A-dn	1,000-1.0 1,000-2.0 2,500-2.0 2,500-3.0 2,500-3.0	1,000-1.0 1,000-2.0 2,500-3.0 2,500-3.0 2,500-3.0	Within 2.6 miles, climb to 10,000′ on S course within 25 miles of LFR. CAUTION: No control area. Pilots using this facility should keep Tonopah radio advised of position, altitude, and ETA over station.

LOW FREQUENCY RANGE PROCEDURES—Continued

City and State; airport name, elevation; class of facility; frequency; identification; procedure No.	Initial approach to facility: From—	Initial approach to facility: Course and distance	Initial approach to facility: Minimum altitude (ft.)	Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance facility to airport	Ceiling and visibility minimums: Condition	Ceiling and visibility minimums: Type aircraft: 75 m. p. h. or less	Ceiling and visibility minimums: Type aircraft: More than 75 m. p. h.	If visual contact not established at authorized landing minimums after passing facility within distance specified below, or if landing not accomplished; remarks
TRAVERSE CITY, MICH. Traverse City Airport, 623′ SBMRAZ-DTV 365 kc; TVC Procedure No. 1	----------	----------	----------	E side SE course: 139 outbound. 319 inbound. 2,100′ within 10 miles. 2,400′ within 20 miles. 2,500′ within 25 miles.	1,600	319—2.2	T-dn C-dn A-dn	300-1.0 500-1.5 800-2.0	300-1.0 500-1.5 800-2.0	Within 2.2 miles, climb to 2,300′ on NW course within 25 miles.
TRI-CITY (BRISTOL), TENN. Tri-City Airport, 1,524′ SBMRAZ-DTV Procedure No. 1	Transitions to LFR for VOR-equipped aircraft: Int. NE course LFR and 210° brg to VOR.	245—21.0	4,000	N side NE course: 065 outbound. 245 inbound. 4,000′ within 10 miles. 7,000′ within 15 miles (NA beyond 15 miles).	2,800	252—3.2	T-dn C-d C-n S-dn 27 A-dn	300-1.0 700-1.0 700-1.5 700-1.0 1,000-2.0	300-1.0 800-1.5 800-2.0 700-1.0 1,000-2.0	Within 3.2 miles, climb to 5,000′ on SW course within 25 miles. SHUTTLE: On SW course to 4,000′ within 12 miles.
	Int. NE course LFR and 160° brg to VOR (final).	245—10.0	2,800							
	Int. SW course LFR and 090° brg to VOR.	065—9.0	4,000							
	Int. 227° brg to Knoxville VOR and 132° brg to Tri-City LFR.	132—24.0	4,500							
	Tri-City VOR	289—2.0	5,500							
TRINIDAD, COLO. Trinidad Airport, 5,761′ SBMRAZ-DTV 329 kc; TAD Procedure No. 1	----------	----------	----------	E side N course:# 332 outbound. 152 inbound. 7,100′ within 25 miles.	6,700	174—3.2	T-dn C-d C-n A-dn	300-1.0 500-1.0 500-1.5 800-2.0	300-1.0 600-1.5 600-1.5 800-2.0	Within 3.2 miles, immediately make a 180° climbing turn to the left and climb to 7,500′ on N* course, or as directed by ATC. *Abrupt terrain rise 8 miles SSW. 9,586′ terrain, 12 miles SSW of airport. #Procedure turn to E account high terrain to W.
TRUTH OR CONSEQUENCES, N. MEX. Truth or Consequences Airport, 4,849′ SBRAZ-DTV 344 kc; TCS Procedure No. 1	Truth or Consequences VOR.	090—18.0	8,000	E side N course*: 356 outbound. 176 inbound. 8,000′ within 10 miles. (NA beyond 10 miles).	6,340	258—16.6	T-dn C-dn A-dn	500-1.0 1,500-1.0 2,000-3.0	500-1.0 1,500-1.5 2,000-3.0	Within 0.0 miles, turn right, return to LFR via W course, then climb to 10,000′ on S course. *Procedure turn to E due to high terrain to W.
TUCSON, ARIZ. Davis-Monthan AFB, 2,688′ SBRAZ-DTV 338 kc; TUS Procedure No. 1	----------	----------	----------	S side SW course: 207 outbound. 027 inbound. 7,200′ within 20 miles. 10,000′ within 25 miles.	3,588	300—1.8	T-dn C-dn S-dn 30 A-dn	300-1.0 900-1.0 900-1.0 900-2.0	300-1.0 900-1.5 900-1.0 900-2.0	Within 0.0 miles, climb to 7,000′ on NW course within 25 miles, or as directed by ATC.
Tucson Airport	(Make let-down to Davis-Monthan AFB. Fly VFR from Davis-Monthan AFB to Tucson Airport.)									
TUCUMCARI, N. MEX. Tucumcari Airport, 4,063′ SBMRAZ-DTV 212 kc; TCC Procedure No. 1	----------	----------	----------	S side W course: 256 outbound. 076 inbound. 6,000′ within 10 miles. 6,500′ within 25 miles.	5,520	076—2.2	T-dn C-dn A-dn	300-1.0 500-1.0 800-2.0	300-1.0 500-1.5 800-2.0	Within 2.2 miles, climb to 5,200′ on E course. CAUTION: 5,020′ terrain 4.5 miles SW of LFR.
TULSA, OKLA. Tulsa Airport, 674′ PSBRAZ-DTV 245 kc; TUL Procedure No. 1	Verdigris River FM (final)	----------	1,300	N side NE course: 052 outbound. 232 inbound. 1,800′ within 10 miles 2,000′ within 25 miles.	1,300*	220—1.0	#T-dn C-dn A-dn	300-1.0 500-1.0 800-2.0	300-1.0 500-1.5 800-2.0	Within 1.0 miles, climb to 2,200′ on SW course within 25 miles, or as directed by ATC. *Maintain procedure turn altitude until within 10 miles of LFR on final. #Runway 17R closed for all take-offs.
	Skiatook FM	----------	2,000							
TYLER, TEX. Pounds Field, 544′ BMRLZ-DTV 320 kc; TYR Procedure No. 1	----------	----------	----------	S side W course: 274 outbound. 094 inbound. 1,700′ within 25 miles.	1,200	120—1.6	T-dn C-dn S-dn 12 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.5 800-2.0	Within 1.6 miles, climb to 2,000′ on E course within 25 miles, or as directed by ATC. NOTE: ADF procedure not authorized.
UTICA, N. Y. Oneida County Airport, 742′ BMRLZ-DTV 359 kc; UCA Procedure No. 1	----------	----------	----------	N side NE course: 060 outbound. 240 inbound. 3,000′ within 15 miles. (NA beyond 15 miles).	2,300 (Within 10 miles).	216—4.1	T-dn C-dn A-dn	300-1.0 500-1.0 800-2.0	300-1.0 600-1.4 800-2.0	Within 4.1 miles, make a climbing right turn, return to LFR, climbing to 3,000′. NOTE: This procedure not approved for ADF approach.

LOW FREQUENCY RANGE PROCEDURES—Continued

City and State; airport name, elevation; class of facility; frequency; identification; procedure No.	Initial approach to facility: From—	Initial approach to facility: Course and distance	Initial approach to facility: Minimum altitude (ft.)	Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance facility to airport	Ceiling and visibility minimums: Condition	Ceiling and visibility minimums: Type aircraft: 75 m. p. h. or less	Ceiling and visibility minimums: Type aircraft: More than 75 m. p. h.	If visual contact not established at authorized landing minimums after passing facility within distance specified below, or if landing not accomplished; remarks
VICHY, MO. Vichy Airport, 1,148′ BMRLZ-DTV 344 kc; VIH Procedure No. 1	Vichy VOR	192—4.5	2,200	N side SE course: 130 outbound. 310 inbound. 2,300′ within 25 miles.	1,800	310—2.7	T-dn C-dn S-d S-n 32 A-dn	300-1.0 500-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 500-1.5 800-2.0	Within 2.7 miles, climb to 2,500′ on NW course within 25 miles, or as directed by ATC. NOTE: ADF procedures not authorized.
WACO, TEX. Waco Airport, 515′ SBRAZ-DTV 385 kc; ACT Procedure No. 1	Waco VOR	158—7.0	1,700	E side S course: 189 outbound. 009 inbound. 1,600′ within 15 miles. 2,000′ within 25 miles.	1,400*	009—2.6	T-dn C-dn #S-dn 36 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 2.6 miles, climb to 2,000′ on N course within 25 miles, or as directed by ATC. *Maintain procedure turn altitude until within 10 miles of Waco LFR on final, 390′ clearance over 1,010′ msl obstruction 4 miles E of course. #680′ per minute descent required at 120 mph.
WALLA WALLA, WASH. City-County Airport, 1,205′ SBMRLZ-DTV kc;ckc; ALW Procedure No. 1	----------	----------	----------	W side NE course: 002 outbound. 182 inbound. 3,500′ within 15 miles (NA beyond 15 miles).	2,500	175—3.6	T-dn C-d C-n A-dn	300-1.0 500-1.0 600-1.0 800-2.0	300-1.0 600-1.5 700-1.5 800-2.0	Within 3.6 miles, climb to 5,000′ on SW course within 20 miles. CAUTION: High terrain 5 miles E of NE course; 1,800′ terrain 2.3 miles E of airport.
Martin Airport	(Make let-down to City-County Airport. Fly VFR from City-County Airport to Martin Airport.)									
WATERTOWN, S. DAK. Watertown Airport, 1,747′ BMRLZ-DTV 382 kc; ATY Procedure No. 1	Watertown VOR	136—5.0	2,900	N side E course: 077 outbound. 257 inbound. 3,000′ within 25 miles.	2,500	252—2.9	T-dn C-dn A-dn	300-1.0 500-1.0 800-2.0	300-1.0 500-1.5 800-2.0	Within 2.9 miles, climb to 3,000′ on W course, or as directed by ATC. NOTE: ADF procedures not authorized.
WENDOVER, UTAH	(NO PROCEDURE APPROVED)									
WEST PALM BEACH, FLA. Palm Beach International Airport, 19′ SBMRA-DTV 209 kc; PBI Procedure No. 1	Int. W course W. Palm Beach LFR and N course Miami LFR.	----------	1,200	S side W course: 269 outbound. 089 inbound. 1,200′ within 25 miles.	600	089—2.4	T-dn C-dn S-dn 9 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 2.4 miles, climb to 1,200′ on E course within 25 miles of LFR, or as directed by ATC.
WHITEHALL, MONT.	(NO PROCEDURE APPROVED)									
WHITMORE, CALIF.	(NO ASSOCIATED AIRPORT)									
WICHITA FALLS, TEX. Wichita Falls Airport (Sheppard AFB), 1,029′ SBMRAZ-DTV 239 kc; ICH Procedure No. 1	Jolly FM (final)	----------	1,700	E side SE course: 121 outbound. 301 inbound. 2,200′ within 25 miles.	1,700	305—1.7	T-dn C-dn A-dn	300-1.0 500-1.0 800-2.0	300-1.0 500-1.5 800-2.0	Within 1.7 miles, climb to 3,900′ on NW course within 25 miles, or as directed by ATC.
WILKES-BARRE, PA. Wilkes-Barre-Scranton Airport, 956′ SBMRAZ-DTV 272 kc; AVP Procedure No. 1	Int. SW course Wilkes-Barre LFR and E course Williamsport LFR.	----------	3,500	S side SW course: 247 outbound. 067 inbound. 1,500′ within 25 miles.	2,300*	086—4.2	T-d T-n C-d C-n A-d A-n	600-2.0 800-2.0 900-1.5 1,300-2.0 1,200-2.0 1,600-3.0	600-2.0 800-2.0 1,000-2.0 1,300-2.0 1,200-2.0 1,600-3.0	Within 4.2 miles, make a climbing left turn and climb to 4,000′ on SW course. CAUTION: High terrain to E, SE, and S of airport within 3 miles. *CAUTION: Do not descend to final approach altitude until on SW course of LFR.
	Wilkes-Barre VOR	247—20.0	3,500							
WILLIAMS, CALIF.	(NO ASSOCIATED AIRPORT)									

LOW FREQUENCY RANGE PROCEDURES—Continued

City and State; airport name, elevation; class of facility; frequency; identification; procedure No.	Initial approach to facility: From—	Initial approach to facility: Course and distance	Initial approach to facility: Minimum altitude (ft.)	Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance facility to airport	Ceiling and visibility minimums: Condition	Ceiling and visibility minimums: Type aircraft: 75 m. p. h. or less	Ceiling and visibility minimums: Type aircraft: More than 75 m. p. h.	If visual contact not established at authorized landing minimums after passing facility within distance specified below, or if landing not accomplished; remarks
WILLIAMSPORT, PA. Williamsport Airport, 528′ BRLZ-DTV 375 kc; IPT Procedure No. 1	----------	----------	----------	S side E course:* 100 outbound. 280 inbound. 3,600′ within 15 miles (NA beyond 15 miles).	2,500#	285—6.9	T-dn C-d C-n A-d A-n	800-1.0 1,500-1.0 1,500-2.0 1,500-2.0 1,500-3.0	800-1.0 1,500-1.0 1,500-2.0 1,500-2.0 1,500-3.0	Within 2.0 miles, make right climbing turn, climb to 4,000′ on E course. *To avoid obstructions to N. #Do not descend below 3,600′ until within 10 miles of LFR. CAUTION: 2,000′ msl ridge, 2 miles S of airport. NOTE: (1) Standard clearance not provided over obstructions S of airport. (2) ADF procedure not authorized.
WILLMAR, MINN. Willmar Airport, 1,130′ SMRAWZ 254 kc; ILL Procedure No. 1	----------	----------	----------	E side S course: 177 outbound. 357 inbound. 2,300′ within 25 miles.	1,800	357—3.3	T-dn C-dn A-dn	300-1.0 500-1.0 800-2.0	NA NA NA	Within 3.3 miles, climb to 2,400′ on N course.
WILMINGTON, DEL.	(See New Castle, Del.)									
WINDSOR, ONTARIO. Detroit City Airport, 626′ SBRAZ-T 353 kc; QG Procedure No. 1	----------	----------	----------	E side SE course: 142 outbound. 322 inbound. 1,700′ within 25 miles.	1,640	329—9.0	T-dn* C-dn A-dn	500-1.0 1,000-2.0 1,000-3.0	500-1.0 1,000-2.0 1,000-3.0	Within 0.0 mile, climb to 2,300′ on NW course. *300-1 Runway 33 only. NOTE: Detroit Rbn located 2.6 miles SE of Detroit City Airport.
WINK, TEX. Wink Airport, 2,824′ BRAZ-DTV 260 kc; INK Procedure No. 1	Int. S course Wink LFR and SW course midland LFR (final)	----------	3,600	E side S course: 152 outbound. 332 inbound. 4,000′ within 25 miles.	3,600	353—1.2	T-dn C-dn A-dn	300-1.0 500-1.0 800-2.0	300-1.0 500-1.5 800-2.0	Within 1.2 miles, climb to 5,000′ on N course.
WINSLOW, ARIZ. Winslow Airport, 4937′ SBRAZ-DTV 266 kc; INW Procedure No. 1	----------	----------	----------	S side E course: 075 outbound. 265 inbound. 7,000 within 25 miles.	5,440	160—1.5	T-dn C-dn A-dn	300-1.0 500-2.0 800'2.0	300-2.0 600-2.0 800-2.0	Within 0.0 miles, climb to 7,000′ on E course within 25 miles, or as directed by ATC.
WINSTON-SALEM, N. C. Smith Reynolds Airport, 969′ SMRLZ-D 382 kc; INT Procedure No. 1	Int. SE crs Winston-Salem LFR and SW crs Greensboro LFR (final). High Point FM (final)	---------- ----------	2,000 2,000	W side SE course: 148 outbound. 328 inbound. 2,300′ within 25 miles.	2,000	328—5.1	T-dn C-dn S-dn 33 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 600-1.5 500-1.0 800-2.0	Within 5.1 miles, climb to 3,500′ on NW course within 25 miles, or when directed by ATC, turn left, climb to 2,400′ on SW course within 25 miles. CAUTION: 1,307′ msl building located 2.3 miles SSW of airport.
YAKIMA, WASH. Yakima Airport, 1,077′ BMRLZ-DTV 320 kc; YKM Procedure No. 1	Int. NW crs Yakima LFR and S crs Ellensburg LFR. NE—NOT AUTHORIZED (danger area).	---------- ----------	4,000 ----------	S side SE course:* 106 outbound. 286 inbound. 4,000′ within 10 miles. 5,000′ within 25 miles.	3,000	266—4.7	T-d T-n C-d C-n A-d A-n	500-1.0 800-2.0 800-2.0 800-2.0 800-2.0 800-2.0	500-1.0 800-2.0 800-2.0 1,000-2.0 800-2.0 1,000-2.0	Within 4.7 miles, turn right and climb to 4,000′ on NW course within 10 miles of LFR station (procedure turn on N side of NW course), or as directed by ATC. *Procedure turn Not Authorized on N side of SE course due to high terrain. WARNING: Do not proceed more than 10 miles from LFR on NW course.
YOUNGSTOWN, OHIO Youngstown Airport, 1,196′ SBMRLZ-DTV 212 kc; YNG Procedure No. 1	Gustavus FM (final)	----------	1,740	W side N course: 005 outbound. 185 inbound. 2,200′ within 25 miles.	1,740	185—3.4	T-dn C-dn S-d S-n 18 A-dn	300-1.0 500-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 500-1.5 800-2.0	Within 3.4 miles, climb to 2,600′ on S course within 25 miles or as directed by ATC.
YUMA, ARIZ. Yuma County Airport, 213′ SBMRAZ-DTV 230 kc; YUM Procedure No. 1	----------	----------	----------	E side N course:* 345 outbound. 165 inbound. 3,000′ within 25 miles.	2,500	165—5.8	T-dn C-dn A-dn	300-1.0 600-1.0 800-2.0	300-1.0 600-1.5 800-2.0	Within 5.8 miles, climb to 3,500′ on S course within 20 miles of LFR, or as directed by ATC. *Procedure turn maneuvering area limited to 5 miles on E side of final approach course due to danger area.

2. The high frequency range procedures prescribed in § 609.7 are amended to read in part:

VHF VISUAL-AURAL (VAR) RANGE PROCEDURES

When a VAR instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

City and State; airport name, elevation; class of facility; frequency; identification; procedure No.	Initial approach to facility			Procedure turn: ( ) side of final approach course (outbound and inbound) altitudes limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance facility to airport	Ceiling and visibility minimums			If visual contact not established at authorized landing minimums after passing facility within distance specified below, or if landing not accomplished; remarks
	From—	Course and distance	Minimum altitude (ft.)				Condition	Type aircraft: 75 m. p. h. or less	Type aircraft: More than 75 m. p. h.	
HICKORY, N. C. Hickory Airport, 1167′ BVAR-DTVJ 108.7 mc, HKY Procedure No. 1	----------	----------	----------	S side E course: 073 outbound. 253 inbound. 2,500′ within 15 miles (NA beyond 15 miles).	2,000	259—6.2	T-dn C-d C-n S-d S-n 24 A-dn	300-1.0 600-1.5 700-2.0 600-1.5 700-2.0 800-2.0	300-1.0 700-1.5 700-2.0 600-1.5 700-2.0 800-2.0	Within 6.2 miles, climb to 4,100′ on W course within 25 miles. CAUTION: (1) W course Hickory VAR passes approx ¾ miles S of Hickory Airport. (2) 2,050′ miles obstructions, 5.5 miles S of airport. SHUTTLE: E course to 2,500′ within 15 miles.
MYRTLE BEACH, N. C. Myrtle Beach Airport, 24′ BVAR-DTVJ 108.3 mc; MYR Procedure No. 1	----------	----------	----------	N side NE course: 055 outbound. 235 inbound. 1,200′ within 25 miles.	700	221—3.5	T-dn C-dn S-dn 26 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 600-1.0 500-1.0 800-2.0	Within 3.5 miles, climb to 1,200′ on SW course. NOTE: Airport not suitable for aircraft with weight in excess of 50,000 pounds.
NANTUCKET, MASS. Nantucket Memorial Airport, 48′ BVAR-DTVJ 109.1 mc; ACK Procedure No. 1	----------	----------	----------	W side N course: 001 outbound. 181 inbound. 1,300′ within 25 miles.	800	106—3.2	T-dn C-dn A-dn	300-1.0 500-1.5 800-2.0	300-1.0 500-1.5 800-2.0	Within 3.2 miles, turn left and climb to 1,500′ on N course.
Procedure No. 2	----------	----------	----------	S side W course: 271 outbound. 091 inbound. 1,300′ within 25 miles.	800	106—3.2	T-dn C-dn A-dn	300-1.0 500-1.5 800-2.0	300-1.0 500-1.5 800-2.0	Within 3.2 miles, climb to 1,500′ on E course.
NEW BERN, N. C. Simmons-Nott Airport 18′ BVAR-DTVJ 109.9 mc; EWN Procedure No. 1	----------	----------	----------	N side SW course: 227 outbound. 047 inbound. 1,100′ within 25 miles.	700	109—3.5	T-dn C-d C-n A-dn	300-1.0 500-1.0 500-1.5 800-2.0	300-1.0 500-1.5 500-1.5 800-2.0	Within 3.5 miles, turn left, return go VAR, climbing to 1,200′.
PARKERSBURG, W. VA. Wood County Airport, 856′ BVAR-DTVJ 109.1 mc; PKB Procedure No. 1	----------	----------	----------	S side SW course: 214 outbound. 034 inbound. 2,500′ within 25 miles.	2,000	017—3.6	T-dn C-d C-n A-dn	300-1.0 700-1.5 800-1.5 800-2.0	300-1.0 700-1.5 800-1.5 800-2.0	Within 3.6 miles, climb to 2,600′ on NE course within 25 miles.
ROCKY MOUNT, N. C. Rocky Mount Airport, 97′ BVAR-DTVJ 109.1 mc; RMT Procedure No. 1	----------	----------	----------	N side NE course: 070 outbound. 250 inbound. 1,200′ within 25 miles.	800	261—4.3	T-dn C-d C-n A-dn	300-1.0 600-1.5 600-2.0 1,000-2.0	300-1.0 700-1.5 700-2.0 1,000-2.0	Within 4.3 miles, climb to 1,800′ on SW course.
SALISBURY, MD. Wicomico County Airport, 52′ BVAR-DTVJ 109.5 mc; SBY Procedure No. 1	----------	----------	----------	N side NE course: 042 outbound. 222 inbound. 1,300′ within 25 miles.	800	291—4.8	T-dn C-d C-n A-dn	300-1.0 500-1.0 500-2.0 800-2.0	*300-1.0 500-1.5 NA *800-2.0	Within 4.8 miles, climb to 1,500′ on SW course. *Night minimums approved for DC-3 or smaller aircraft only. NOTE: Prior notice required for night lighting facilities.

3. The automatic direction finding procedures prescribed in § 609.9 are amended to read in part:

AUTOMATIC DIRECTION FINDING PROCEDURES

When an ADF instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

City and State; airport name, elevation; class of facility; frequency; identification procedure No.	Initial approach to facility			Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance facility to airport	Ceiling and visibility minimums			If visual contact not established at authorized landing minimums after passing facility within distance specified below, or if landing not accomplished; remarks
	From—	Course and distance	Minimum altitude (ft.)				Condition	Type aircraft: 75 m. p. h. or less	Type aircraft: More than 75 m. p. h.	
AKRON, OHIO Akron-Canton Airport, 1,228′ LOM 236 kc, CA Procedure No. 1	Akron LFR	176—13.0	2,500	E side course: 186 outbound. 006 inbound. 2,500′ within 25 miles.	2,000	006—4.31	T-dn C-dn S-dn 36 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 4.31 miles, climb to 2,500′ on course of 045° to SE course of Akron LFR, or when directed by ATC, (1) make right turn, climbing to 2,500′ and proceed to LOM; (2) climb to 2,500′ and proceed direct to Akron LFR; (3) climb to 2,500′ on course of 006° and proceed to the Int. of the SE or NE course of Akron LFR; (4) make right turn, climbing to 2,500′ on course of 090° to SE course Akron LFR; (5) make left turn, climbing to 2,500′ on course of 270° to SW course of Akron LFR. CAUTION: Monitor LOM at all times during approach.
	Int. SW course Akron LFR and 090° brg to LOM.	090—14.0	2,500							
	Int. SE course Akron LFR and 270° brg to LOM.	270—18.0	2,500							
	Int. SE course Akron LFR and 186° brg to LOM.	186—11.0	2,500							
	Bergholz Rbn	314—33.0	2,500							
AMARILLO, TEX. Procedure No. 2 (Using St. Francis Rbn) MHW 338 kc, SFW	Amarillo VOR	029—1.3	4,700	N side course: 029 outbound. 209 inbound. 4,900′ within 10 miles (NA beyond 10 miles).	4,400	209—5.9	T-dn C-dn S-d S-n 21 A-dn	300-1.0 500-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1-5 500-1.0 500-1.5 800-2.0	Within 5.9 miles, climb to 5,000′ on course of 209°, intersect and proceed S on S course of Amarillo LFR, or as directed by ATC.
	Amarillo LFR	040—8.3	4,700							
	Int. NW course Clarendon LFR and E course Amarillo LFR.	280—12.6	4,700							
	Int. SW course Amarillo ILS and S course Amarillo LFR.	029—10.9	5,000							
	Soncy FM	062—19.5	5,000							
ANDERSON, S. C. Anderson Airport, 783′ BMH-TV 236 kc, AND Procedure No. 1	Int. S crs Greenville LFR and SW crs Spartanburg LFR.	238—24.0	2,200	S side course: 238 outbound. 058 inbound. 2,000′ within 10 miles (NA beyond 10 miles).	1,280	At airport	T-dn C-dn A-dn	300-1.0 500-2.0 1,000-2.0 (BCOB)	300-1.0 500-2.0 1,000-2.0 (BCOB)	Within 0.0 mile, make 180° left turn and climb to 2,000′ on course of 238° within 25 miles of Rbn, or as directed by ATC.
ARCATA, CALIF. Arcata Airport, 217′ SBMRLZ-DTV 209 kc, ACV Procedure No. 1	(All initial approach courses must coincide with published LFR courses and must be made on top, tops not to exceed 10,000′.)	----------	----------	S side course: 274 outbound. 094 inbound. 1,500′ within 25 miles.	720	004—2.7	T-dn C-dn A-dn	300-1.0 500-2.0 1,000-2.0	300-1.0 500-2.0 1,000-2.0	Within 0.0 mile, turn left and climb to on top on course of 274° outbound, 094° inbound, within 10 miles. SHUTTLE: To 1,500′ on course of 274° outbound, 094° inbound, within 10 miles.
ATLANTA, GA. Atlanta Airport, 1024′ LOM 219 kc, AT Procedure No. 2 (Procedure No. 1 not published).	Cambellton LFR	094—8.8	2,500	S side course: 268 outbound. 088 inbound. 2,450′ within 25 miles.	2,450	088—4.7	T-dn C-dn S-dn 9R A-dn	300-1.0 500-1.0 500-1.0 1,000-2.0 (BCOB)	300-1.0 500-1.5 500-1.0 1,000-2.0 (BCOB)	Within 4.7 miles, turn right, climb to 2,000′ on SE course Atlanta LFR within 25 miles and proceed to Walnut int., or when directed by ATC, climb to 3,000′ on course of 090°, then proceed to Walnut Int.
	Atlanta NAS LFR	208—18.0	3,000							
	Atlanta LFR	284—6.9	2,500							
	Int. E crs ILS and crs Atlanta LFR.	268—9.5	2,500							
	Int. SE crs Atlanta LFR and S crs Atlanta VAR.	311—20.3	2,500							
	Madras FM	033—19.0	2,500							
	Smyrna FM	171—18.0	2,500							

AUTOMATIC DIRECTION FINDING PROCEDURES—Continued

City and State; airport name, elevation; class of facility; frequency; identification procedure No.	Initial approach to facility: From—	Initial approach to facility: Course and distance	Initial approach to facility: Minimum altitude (ft.)	Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance facility to airport	Ceiling and visibility minimums: Condition	Ceiling and visibility minimums: Type aircraft: 75 m. p. h. or less	Ceiling and visibility minimums: Type aircraft: More than 75 m. p. h.	If visual contact not established at authorized landing minimums after passing facility within distance specified below, or if landing not accomplished; remarks
AUGUSTA, GA. Bush Field, 142′ SBRAZ-D'TV 385 kc, AGS Procedure No. 1	Augusta VOR	153—8.0	1,800	N side course: 276 outbound. 096 inbound. 1,600′ within 25 miles.	1,140	127—7.3	T-dn C-dn A-dn	300-1.0 600-2.0 800-2.0	300-1.0 600-2.0 800-2.0	Within 7.3 miles, turn right, climb to 1,600′ on course of 171° within 25 miles of LFR, or as directed by ATC. CAUTION: Camp Gordon danger area 2.5 miles S of final approach course.
Procedure No. 2 LOM 233 kc, AG	Augusta LFR	146—13.0	1,400	W side course: 168 outbound. 348 inbound. 1,400′ within 25 miles.	1,200	348—5.0	T-dn C-dn S-dn 35 A-dn	300-1.0 600-2.0 500-1.0 800-2.0	300-1.0 600-2.0 500-1.0 800-2.0	Within 5.0 miles, climb to 2,000′ on course of 348° and proceed to Augusta LFR, or as directed by ATC. NOTE: Deviation authorized in direction of procedure turn due to danger area to E.
	Augusta VOR	148—21.0	1,800							
	Int. 351° brg to Augusta LFR and 141° brg to Savannah LFR.	001—34.0	1,400							
	Int. 240° brg to Augusta LFR and 168° brg to LOM.	168—13.0	1,600							
AUSTIN, TEX. Mueller Airport, 631′ LOM 404 kc, AU Procedure No. 1	Austin LFR	124—9.0	1,900	E side course: 125 outbound. 305 inbound. 2,000′ within 25 miles.	2,000	305—6.12	T-dn C-dn S-dn 30L A-dn	300-1.0 500.1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 6.12 miles, climb to 2,500′ on course of 305° within 25 miles.
	Austin VOR	149—11.0	2,000							
BALTIMORE, MD. Friendship International Airport, 147′ LOM 201 kc, BA Procedure No. 1	Beltsville FM	030—11.0	1,500	S side course: 281 outbound. 101 inbound. 1,500′ within 10 miles (NA beyond 10 miles).	1,200	101—4.4	T-dn C-dn S-dn 10 A-dn	300-1.0 500-1.0 500-1.0 1,000-2.0 (BCOB)	300-1.0 500-1.5 500-1.0 1,000-2.0 (BCOB)	Within 4.4 miles, climb to 1,500′ (or higher when directed by ATC) on course of 080° within 10 miles of LOM.
	Int. NE course Washington LFR and W course Balti-LFR.	221—5.0	1,500							
	Int. NE course Arcola LFR and W course Baltimore LFR.	122—20.0	1,800							
BATON ROUGE, LA. Harding Field, 70′ LOM 284 kc, BT Procedure No. 1	Baton Rouge LFR	306—1.0	1,300	S side course: 306 outbound. 126 inbound. 1,300′ within 25 miles.	1,300	126—4.38	T-dn C-dn S-dn 13 A-dn	300-1.0 500-1.0 500-1.0 1,000-2.0 (BCOB)	300-1.0 500-1.5 500-1.0 1,000-2.0 (BCOB)	Within 4.38 miles, climb to 1,400′ on course of 126° within 25 miles of LOM, or when directed by ATC, turn left, climb to 1,400′ on course of 054° from LOM within 25 miles.
	Baton Rouge VOR	029—8.0	1,300							
BEDFORD, MASS. Hanscom Field, 135′ LOM 260 kc, BE Procedure No. 1	Boston LFR	302—22.0	1,700	N side course:* 292 outbound. 112 inbound. 1,600′ within 10 miles (NA beyond 10 miles).	1,200 (within 10 miles).	112—4.5	T-dn C-dn S-dn 11 only A-dn	300-1.0 500-1.0 500-1.0 1,000-2.0 (BCOB)	300-1.0 500-1.5 500-1.0 1,000-2.0 (BCOB)	Within 4.5 miles, turn left and climb to 1,600′ returning to LOM. *Procedure turn conducted N to avoid traffic S of Red Airway 11.
	Int. NE crs Chicopee LFR and W crs Boston LFR.	116—33.0	3,000							
	Int. N crs Providence LFR and SW crs Boston LFR.	012—27.0	1,800							
BILLINGS, MONT. Billings Airport, 3,612′ LOM 251 kc, BI Procedure No. 1	Billings LFR	082—2.8	5,000	N side course: 073 outbound. 253 inbound. 5,000′ within 10 miles (NA beyond 10 miles).	5,000	253—4.3	T-dn C-d C-n A-dn	300-1.0 500-1.0 500-2.0 800-2.0	300-1.0 500-1.5 500-2.0 800-2.0	Within 3.7 miles (over LMM), climb to 5,500′ on course of 247° within 15 miles of Billings LFR. NOTE: LMM located 0.6 mile from field—Freq. 201 kc, Ident. IL.
	Huntley FM	216—8.0	5,000							
BINGHAMTON, N. Y. Broome County Airport, 1,629′ LOM 317 kc, BG Procedure No. 1	Binghamton VOR	283—10.0	3,500	E side course: 158 outbound. 338 inbound. 3,100′ within 25 miles.	2,640	338—4.57	T-dn C-dn S-dn 34 A-dn	300-1.0 500-1.0 500-1.0 1,000-2.0 (BCOB)	300-1.0 500-1.5 500-1.0 1,000-2.0 (BCOB)	Within 4.57 miles, climb to 3,500′ on course of 338° outbound from LOM within 25 miles.
	Elmira LFR	100—51.0	3,500							
	Int. S course Syracuse LFR	100—10.0	3,500							
	Int. 265° brg to Elmira LFR	225—16.0	3,500							
BIRMINGHAM, ALA. Birmingham Airport, 643′ LOM 375 kc, BH Procedure No. 1	Birmingham LFR	215—9.0	2,500	N side course:* 232 outbound. 052 inbound. 2,000′ within 25 miles.	1,820	052—5.4	T-dn C-dn S-dn 5 A-dn	300-1.0 800-1.0 600-1.0 1,000-2.0 (BCOB)	300-1.0 900-1.5 600-1.0 1,000-2.0 (BCOB)	Within 5.4 miles, climb to 2,500′ on N course of Birmingham LFR within 25 miles of LOM, or as directed by ATC. *Procedure turn N to avoid obstruction to S of course.

AUTOMATIC DIRECTION FINDING PROCEDURES—Continued

City and State; airport name, elevation; class of facility; frequency; identification procedure No.	Initial approach to facility: From—	Course and distance	Minimum altitude (ft.)	Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance facility to airport	Ceiling and visibility minimums: Condition	Type aircraft: 75 m. p. h. or less	Type aircraft: More than 75 m. p. h.	If visual contact not established at authorized landing minimums after passing facecility within distance specified below, or if landing not accomplished; remarks
BOISE, IDAHO Boise Air Terminal, 2858′ LOM 236 kc, BO Procedure No. 1	Boise LFR	256—2.0	4,000	S side course: 276 outbound. 096 inbound. 4,000′ within 25 miles.	3,900	096—4.36	T-dn C-d C-n S-dn 10 A-dn	300-1.0 600-1.0 600-1.0 500-1.0 800-2.0	300-1.0 600-1.5 700-1.5 500-1.0 800-2.0	Within 4.36 miles, turn right, climb to 4,000′ on NW course Boise LFR within 10 miles of LFR.
	Eagle FM	130—10.6	4,000							
BOSTON, MASS. Logan Airport, 19′ LOM 221 kc, BO Procedure No. 1	Boston LFR	217—9.0	1,700	S side course: 215 outbound. 035 inbound. 1,700′ within 25 miles.	1,200	035—5.67	T-dn C-dn A-dn	300-1.0 *500-1.0 1,000-2.0 (BCOB)	300-1.0 600-1.5 1,000-2.0 (BCOB)	Within 5.71 miles (0.1 mile after passing LMM), climb to 1,500′ on course of 031° from LOM within 15 miles, or when directed by ATC, make climbing turn to right, climb to 1,500′ on E course Boston LFR. *600-1 required when circling W of airport. NOTE: Standard clearance not provided over 370′ stack located 1.2 miles SW of airport.
	Int. E crs Boston LFR and NE crs Squantum LFR.	267—19.0	1,700							
	Int. SW crs Boston LFR and N crs Providence LFR.	067-20.0	1,700							
	Int. W crs Boston LFR and N crs Providence LFR.	150—16.0	1,700							
BRADFORD, PA. Bradford-McKean County Airport, 2140′ MHW 284 kc, BFD Procedure No. 1				N side course: 141 outbound. 321 inbound. 3,400′ within 25 miles.	2,900	321—4.4	T-dn C-d C-n A-dn	300-1.0 500-1.0 500-1.5 1,000-2.0 (BCOB)	300-1.0 500-1.0 500-1.5 1,000-2.0 (BCOB)	Within 4.4 miles, climb to 3,400′ on course of 321° within 10 miles of Rbn, make standard rate climbing turn to left, return to Rbn climbing to 4,000′.
BRUNSWICK, GA. McKinnon Airport, 20′ BMH-TV 206 kc, SSI Procedure No. 1				W side course: 012 outbound. 192 inbound. 1,200′ within 25 miles.	520	At airport	T-dn C-dn A-dn	300-1.0 500-1.0 1,000-2.0 (BCOB)	300-1.0 600-1.5 1,000-2.0 (BCOB)	Within 0.0 miles, climb to 1,200′ on course of 192° within 25 miles.
BUFFALO, N. Y. Buffalo Airport, 711′ SBRAZ-DTXV 260 kc, BUF Procedure No. 2 (Procedure No. 1 not published).	Wolcottsville FM	230—12.0	1,800	S side course: 230 outbound. 050 inbound. 2,000′ within 10 miles. 2,100′ within 15 miles. 2,200′ within 25 miles.	1,500 (Over Cheektowaga FM).	050—2.7 (From Cheektowaga FM).	T-dn C-dn S-dn 5 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 2.7 miles, after passing Cheektowaga FM climb to 2,000′ on course of 050° within 25 miles of Buffalo LFR.
	East Pembroke FM	272—18.0	1,900							
	Angola FM to Cheektowaga FM (final).	050—20.0	1,500							
BUTLER, PA. Graham Airport, 1235′ HW 206 kc, BTP Procedure No. 1				E side course: 190 outbound. 010 inbound. 3,000′ within 25 miles.	2,400	005—5.3	T-dn C-d C-n S-d S-n 36 A-dn	300-1.0 600-1.0 600-2.0 500-1.0 600-2.0 1,000-2.0 (BCOB)	NA NA NA NA NA NA	Within 5.3 miles, climb to 2,600′ on course of 347° within 10 miles.
CHADRON, NEBR. Chadron Airport, 3312′ BMH-TV 206 kc, CDR Procedure No. 1				N side course: 045 outbound. 225 inbound. 4,500′ within 25 miles.	4,120	At airport	T-d T-n C-d C-n A-dn	500-1.0 500-2.0 800-1.0 800-2.0 1,000-3.0	500-1.0 500-2.0 800-1.0 800-2.0 1,000-3.0	Within 0.0 miles, climb to 5,500′ on course of 346° within 25 miles. NOTE: Airport not satisfactory for DC-3 or larger aircraft.
CHARLESTON, S. C. Charleston Airport, 45′ LOM 219 kc, CH Procedure No. 1	Charleston LFR	001—4.0	1,200	W side course: 328 outbound. 148 inbound. 1,200′ within 25 mi.	1,200	148—4.6	T-dn C-dn S-dn 15 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 4.6 miles, climb to 1,500′ on course of 148° within 25 miles of LOM, or as directed by ATC.
	Int. E course Charleston LFR and 328° brg to LOM.	328—6.0	1,200							
	Int. N course Charleston LFR 328° and brg to LOM.	328—1.5	1,200							
CHARLESTON, W. VA. Kanawha County Airport, 981′ LOM 245 kc, CH Procedure No. 1	Charleston LFR	091—14.0	2,500	N side course: 049 outbound. 229 inbound. 2,300′ within 25 miles.	1,800	229—5.4	T-dn C-dn S-dn 23 A-dn	300-1.0 600-1.0 600-1.0 1,000-2.0 (BCOB)	300-1.0 600-1.5 600-1.0 1,000-2.0 (BCOB)	Within 5.4 miles, climb to 2,500′ proceeding to Charleston LFR.
	Charleston VOR	058—17.0	2,500							

AUTOMATIC DIRECTION FINDING PROCEDURES—Continued

City and State; airport name, elevation; class of facility; frequency; identification procedure No.	Initial approach to facility: From—	Course and distance	Minimum altitude (ft.)	Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance facility to airport	Ceiling and visibility minimums: Condition	Type aircraft: 75 m. p. h. or less	Type aircraft: More than 75 m. p. h.	If visual contact not established at authorized landing minimums after passing facility within distance specified below, or if landing not accomplished; remarks
CHARLOTTE, N. C. Douglas Field, 748′ LOM 254 kc, CL Procedure No. 1 (Procedure No. 2 not published)	Charlotte LFR	251—5.3	2,200	S side course: 230 outbound. 050 inbound. 2,150′ within 25 miles.	2,150	050—5.9	T-dn C-dn S-dn 4 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 5.9 miles, turn left climb to 2,500′ on N course Charlotte LFR within 25 miles, or when directed by ATC, turn right, climb to 2,200′ on E courses Charlotte LFR within 25 miles. CAUTION: 1,116′ msl radio tower located 4.4 miles SE of LFR station, 2.3 miles E of S courses Charlotte LFR.
	Int. W crs Charlotte LFR and 230° brg to LOM.	230—2.5	2,200							
	Int. N crs Charlotte LFR and 230° brg to LOM.	230—6.75	2,200							
CHICAGO, ILL. Chicago-Midway Airport, 618′ MHW (Kedzie Rbn) 248 kc; EDZ Procedure No. 1	Int. E course Harvey LFR and 312° bearing to Rbn.	312—15.0	2,000 (Final-1,500)	E side course: 132 outbound. 312 inbound. 2,000′ within 25 miles.	1,500	312—3.82	T-dn C-d C-n S-dn 31L or 31R A-dn	300-1.0 500-1.0 500-1.5 500-1.0 800-2.0	300-1.0 500-1.5 500-1.5 500-1.0 800-2.0	Within 3.82 miles, make right turn and climb to 2500′ on NE course Chicago LFR, or as directed by ATC. CAUTION: Kedzie Rbn must be monitored continuously during approach.
	Thornton Int	341—11.0	2,000 (Final-1,500)							
	Chicago LFR	137—7.0	2,000							
	Lake Shore Int	206—10.0	2,300							
	Howell Int	035—4.5	2,000							
	Crib Int	249—10.0	2,000							
LOM 219 kc, CH Procedure No. 2	Chicago LFR	301—4.0	2,300	W side course: 312 outbound. 132 inbound. 2,300′ within 10 miles. 2,500′ within 25 miles.	1,800	132—5.8	T-dn C-d C-n S-dn 13L & R A-dn	300-1.0 500-1.0 500-1.5 500-1.0 800-2.0	300-1.0 500-1.5 500-1.5 500-1.0 800-2.0	Within 5.8 miles, climb to 2,000′ and proceed S on N and S courses of Harvey LFR to Momence Int., or as directed by ATC. CAUTION: LOM must be monitored continuously during approach.
	Int. SE course Chicago LFR and 312° brg to LOM.	312—6.0	2,300							
	Int. SW course Glenview LFR and 131° brg to Chicago LFR.	132—16.0	2.500							
	Int. NE course Joliet LFR and 165° brg to LOM (Wilson Int.).	165—9.0	2,300							
	Int. NE course Joliet LFR and 068° brg to LOM.	068—10.0	2,300							
CINCINNATI, OHIO Greater Cincinnati Airport 890′ LOM 215 kc, CV Procedure No. 1	Int. NW course Cincinnati LFR and S course Dayton LFR.	190—19.0	2,300	E side course: 180 outbound. 360 inbound. 2,000′ within 25 miles.	1,500	360—4.5	T-dn C-dn S-dn 36 A-dn	300—1.0 500—1.5 500—1.0 1,000-2.0 (BCOB)	300—1.0 500—1.5 500—1.0 1,000-2.0 (BCOB)	Within 4.5 miles, climb to 2,300′ on course of 360° within 15 miles of the LOM, or as directed by ATC. NOTE: (1) LMM located 0.6 mile from end of runway, freq. 206 kc, Ident. VG. (2) LOM must be monitored continuously during approach.
	Union FM	360— 5.0	2,000 (Final-1500)							
	Cincinnati LFR	235—21.0	2,400							
	Cincinnati VOR	142— 3.0	2,000							
	Int. SW course Cincinnati LFR and 320° brg to LOM.	320— 3.1	2,000							
CLARKSBURG, W. VA. Benedum Airport, 1,209′. HW 353 kc, CKB Procedure No. 1	Int. SW course Morgantown LFR and 126° brg to Rbn.	126— 2.0	2,900	W side course: 220 outbound. 040 inbound. 2,900′ within 20 miles. 3,000′ within 25 miles.	2,200	At airport	T-dn# C-d C-n A-d A-n	500-1.0 1 000-1.0 NA 1,500-2.0 (BCOB) NA	500-1.0 NA NA NA NA	Within 0.0 mile, turn left, climb to 2,900′ on course of 220° within 15 miles. #Night take-offs not authorized on NW/SE runway.

AUTOMATIC DIRECTION FINDING PROCEDURES—Continued

City and State; airport name, elevation; class of facility; frequency; identification procedure No.	Initial approach to facility: From—	Course and distance	Minimum altitude (ft.)	Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance facility to airport	Ceiling and visibility minimums: Condition	Type aircraft: 75 m. p. h. or less	Type aircraft: More than 75 m. p. h.	If visual contact not established at authorized landing minimums after passing facility within distance specified below, or if landing not accomplished; remarks
CLEVELAND, OHIO Cleveland-Hopkins Airport, 789′ LOM 201 kc, CL Procedure No. 1	Cleveland LFR	224—4.5	2,000	S side course: 234 outbound. 054 inbound. 2,200′ within 25 miles.	1,660	054—4.5	T-dn C-dn S-dn 5L & 5C A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 4.5 miles, climb to 2,600′ on course of 100° within 25 miles of LFR, or as course of 107° from VOR, or as directed by ATC. CAUTION: Monitor LOM during approach.
	Cleveland VOR	090—12.0	2,200							
	Elyria Rbn	122—9.0	2,000							
	Int. NW course Akron LFR and 054° brg to LOM.	054—8.0	2,200 (final 1,660)							
	Avon Lake FM and 171° brg to LOM.	171—10.0	2,000							
	No. Royalton FM and 303° brg to LOM.	303—11.0	2,600							
COLORADO SPRINGS, COLO. Peterson Field, 6172′ LOM 239 kc, CO Procedure No. 1	Colarado Springs LFR	166—10.0	7,500	E side course: 166 outbound. 346 inbound. 7,200′ within 25 miles.	7,200	346—4.33	T-dn C-d C-n S-dn 35 A-dn	300-1.0 600-1.0 600-2.0 500-1.0 800-2.0	300-1.0 600-1.5 600-2.0 500-1.0 800-2.0	Within 4.33 miles, climb to 8,000′ on E course of Colorado Springs LFR within 25 miles, or as directed by ATC. CAUTION: (1) 7,190′ msl radio tower located 5.5 miles N of LFR. (2) 7,710′ msl terrain, 13.5 miles N of LFR. (3) Camp Carson danger area, 2.5 miles W of final approach course. NOTE: LMM located 0.66 miles from approach end of runway 35. Freq. 215 kc, Ident. OS.
	Fountain FM (final)	345—3.0	7,200							
COLUMBIA, S. C. Columbia Airport, 244′ LOM 218 kc, CA Procedure No. 1	Columbia LFR	251—12.0	1,600	S side course: 226 outbound. 046 inbound. 1,500′ within 10 miles. 1,600′ within 25 miles.	1,000	046—4.5	T-dn C-dn S-dn 5 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 4.5 miles, turn right, climb to 1,600′ and proceed to Columbia LFR via course of 088° within 25 miles, or as directed by ATC.
	Int. SE course Spartanburg LFR and W course Columbia LFR.	134—4.5	1,600							
	Columbia VOR	149—6.0	1,600							
COLUMBUS, GA. Muscogee County Airport, 397′ LOM 391 kc, CS Procedure No. 1	Int. E course Maxwell LFR and 052° brg to LOM.	052—7.0	2,000	S side course: 232 outbound. 052 inbound. 2,000′ within 25 miles.	2,000 (Over LOM) 1,130 (Over LMM)	052—6.81	T-dn C-dn S-dn 5 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 6.81 miles, climb to 2,000′ on course of 052° to intersection N course Columbus LFR. *Danger area S of this intersection. CAUTION: 830′ msl obstruction located 1.2 miles SE of final approach course, 3 miles from airport.
	Columbus LFR	353—11.0	2,000							
	Int. NW course Columbus LFR and E course Maxwell LFR.	055—7.0	2,000							
	Int. S course Campbellton LFR and 232° brg to LOM*.	232—17.0	2,400							
COLUMBUS, OHIO Port Columbus Airport, 816′ LOM 233 kc, CM Procedure No. 1	Columbus VOR	155—4.0	2,300	N side course: 095 outbound. 275 inbound. 2,300′ within 20 miles (NA beyond 20 miles)*.	1,800	275 6.19	T-dn C-dn S-dn 27 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 6.19 miles, climb to 2,400′ on course of 274° from Columbus LFR within 25 miles, or when directed by ATC, make right turn, climb to 2,300′ on course of 026° from LFR within 25 miles. *LOM not reliable beyond 20 miles distance.
MHW (Bexley Rbn) 257 kc, BXL Procedure No. 2	Columbus LFR	287—2.5	2,400	S side course: 276 outbound. 096 inbound. 2,400 within 25 miles.	1,900	096 3.8	T-dn C-d C-n S-dn 9 A-dn	300-1.0 500-1.0 500-1.5 500-1.0 800-2.0	300-1.0 500-1.5 500-1.5 500-1.0 800-2.0	Within 3.8 miles, climb to 2,300′ on course of 084° within 25 miles, or when directed by ATC, make left turn, climb to 2,300′ on NE course Columbus LFR within 25 miles (intersect NE course Columbus LFR on 350° heading).
	Hilliard FM	088—7.0	2,400 (Final 1,900)							
	Columbus VOR	253—10.0	2,400							
COTULLA, TEX. Cotulla Airport, 471′ BMH 215 kc, COT Procedure No. 1	Cotulla VOR	255—6.0	1,600	S side course: 310 outbound. 130 inbound. 1,600 within 10 mile (NA beyond 10 miles).	1,080	At airport	T-dn C-dn A-dn	300-1.0 600-1.0 1,000-2.0 (BCOB)	NA NA NA	Within 0.0 mile, climb to 1,600′ on course of 130° within 25 miles of Rbn. CAUTION: 635′ msl unlighted water tower, 1 mile WSW of airport.
DALHART, TEX. Dalhart Airport, 3989 [1] BH 368 kc, DHT Procedure No. 1	----------	----------	----------	E side course: 120 outbound. 300 inbound. 5,100′ within 25 miles.	4,700	At airport	T-dn C-dn A-dn	300-1.0 700-1.5 1,000-2.0 (BCOB)	300-1.0 700-1.5 1,000-2.0 (BCOB)	Within 0.0 mile, climb to 5,400′ course of 311° within 25 miles of Rbn.

AUTOMATIC DIRECTION FINDING PROCEDURES—Continued

City and State; airport name, elevation; class of facility; frequency; identification procedure No.	Initial approach to facility: From—	Course and distance	Minimum altitude (ft.)	Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance facility to airport	Ceiling and visibility minimums: Condition	Type aircraft: 75 m. p. h. or less	Type aircraft: More than 75 m. p. h.	If visual contact not established at authorized landing minimums after passing facility within distance specified below, or if landing not accomplished; remarks
DALLAS, TEX. Love Field, 483 LOM 371 kc, DA Procedure No. 1	Int. E crs Fort Worth LFR and N crs Dallas LFR.	205—3.0	1,700	N side course*: 306 outbound. 126 inbound. 1,700′ within 15 miles. 2,000′ within 25 miles.	1,700	126—4.81	T-dn C-dn S-dn 13 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.0 500-1.0 800-2.0	Within 4.81 miles, climb to 2,000′ on course of 126° within 25 miles of LOM. *1,226′ msl obstruction, 4.5 miles S of course.
	Dallas VOR	265—13.0	2,000							
	Int. E crs Fort Worth LFR and 126° brg to LOM.	126—2.5	1,700							
	Int. 273° brg to Duncanville Rbn and 306° brg to LOM.	306—30.0	2,000							
	Duncanville Rbn	341—17.0	2,000							
	Dallas LFR	325—7.0	2,000							
DANVILLE, VA. Danville Airport, 582′ BMH-TV 344 kc, DAN Procedure No. 1	Int. NE crs Greensboro LFR and 327° brg to Rbn.	327—7.5	2,000	N side course: 061 outbound. 241 inbound. 1,600′ within 25 miles.	1,080	At airport	T-dn C-dn A-dn	300-1.0 500-1.0 1,000-2.0 (BCOB)	300-1.0 600-1.5 1,000-2.0 (BCOB)	Within 0.0 mile climb to 2,300′ on course of 22° within 25 miles.
	Int. NE crs Greensboro LFR and S crs Lynchburg LFR.	257—24.0	2,300							
	Danville VOR	253—19.0	1,600							
	Int. NE crs Greensboro LFR and 12° brg to Rbb.	012—10.0	1,600							
DAYTON, OHIO Dayton Airport 1008′ LOM 356 kc, DA Procedure No. 1	Dayton LFR	189—3.0	2,200	W side course: 235 outbound. 055 inbound. 2,200′ within 25 miles.	1,700	055—4.4	T-dn C-dn S-dn 6L & 6R A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 4.4 miles climb to 2,200′ on N course Dayton LFR to W course Columbus LFR (Troy Int.), or when directed by ATC, climb to 2,200′ on course of 055° to W course Columbus LFR.
	Dayton VOR	209—8.0	2,200							
	Wright-Patterson LFR	297—12.0	2,500							
	Int. W crs Columbus LFR	235—18.0	2,200							
	Int. S crs Dayton LFR	055—1.1	2,200							
	Verona FM	107—9.9	2,300							
	Int. 085° crs to Dayton VOR	120—11.2	2,300							
	Int. 265° crs to Dayton VOR	235—13.0	2,200							
MHW (Tipp City Rbn) 212 kc, TPC Procedure No. 2	Dayton LFR	071—8.2	2,100	N side course: 056 outbound. 236 inbound. 2,200′ within 15 miles. 2,300′ within 25 miles.	1,740	236—4.6	T-dn C-dn S-dn 24R/L A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 4.6 miles, climb to 2,200′ on course of 236° outbound from Rbn within 25 miles, or as directed by ATC.
	Dayton VOR	105—4.6	2,100							
	Wright-Patterson LFR	347—11.5	2,100							
	Springfield Rbn	285—19.2	2,300							
	Int. 022° crs to Dayton VOR and 056° brg to Rbn.	056—8.0	2,200							
	Int. 265° crs to Dayton VOR and 236° brg to Rbn.	236—3.0	2,200							
	Int. W crs Wright-Patterson LFR and 056° brg to Rbn.	056—26.0	2,200							
	Int. S crs Dayton LFR and 056° brg to Rbn.	056—11.0	2,200							
	Int. N crs Dayton LFR and 180° brg to Rbn.	180—18.0	2,200							
	Int. W crs Columbus LFR and 236° brg to Rbn.	236—8.0	2,200							
	Int. W crs Columbus LFR and 236° brg to Rbn (final).	236—8.0	1,740							
	Int. 265° crs to Dayton VOR and 236° brg to Rbn (final).	236—3.0	1,740							

AUTOMATIC DIRECTION FINDING PROCEDURES—Continued

City and State; airport name, elevation; class of facility; frequency; identification procedure No.	Initial approach to facility: From—	Course and distance	Minimum altitude (ft.)	Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance facility to airport	Ceiling and visibility minimums: Condition	Type aircraft: 75 m. p. h. or less	Type aircraft: More than 75 m. p. h.	If visual contact not established at authorized landing minimums after passing facility within distance specified below, or if landing not accomplished; remarks
DENVER, COLO. Stapleton Field, 5,325′. LOM 359 kc, DE Procedure No. 1	Denver LFR	068—4.0	6,500	S side course: 026 outbound. 206 inbound. 6,500′ within 25 miles.	6,500	206—4.19	T-dn C-dn S-dn 21 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 4.19 miles, climb to 8,900′ on S course Denver LFR, or as directed by ATC. SHUTTLE. On N course Denver LFR within 25 miles. When directed by ATC, shuttle approved on S course Denver LFR between rng stn and Aurora FM, and on E course Denver LFR within 25 miles. CAUTION: 5,918′ msl radio tower, 4.7 miles ESE of airport.
	Dupont Int	128—5.0	6,500							
	Henderson FM	145—9.0	6,500							
	Watkins FM	237—12.0	6,500							
	Aurora FM	355—10.0	7,000							
	Denver VOR	216—5.0	6,500							
MHW (Aurora Rbn) 296 kc, AUR Procedure No. 2	Denver VOR	200—13.0	7,000	E side course: 164 outbound. 344 inbound. 7,000′ within 10 miles (NA beyond 10 miles)#.	**6,200	344—3.6	T-dn C-dn S-dn 35 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 3.6 miles, climb to 6,500′ on course of 348° from Denver LFR within 25 miles, or as directed by ATC. *Descent below 8,900′ not authorized until 3 miles N of Franktown FM due to 6,715′ terrain 6 miles NW of Franktown. **Do not descend below 5,825′ msl until 1.5 miles N of Aurora Rbn on account of 5,525′ msl tower at Lowry Field. #Procedure turn must be accomplished within 10 miles on account of high terrain to S. SHUTTLE: On N course Denver LFR within 25 miles when directed by ATC, shuttle approved on S course Denver LFR between range station and Aurora FM, and on E course Denver LFR within 25 miles. CAUTION: 5,918′ msl tower, 4.7 miles ESE of airport.
	Denver LFR	164—7.0	7,000							
	Franktown FM* (northbound only).	332—22.0	7,000							
	Watkins FM	217—18.0	7,000							
	Aurora FM (final)	309—3.0	6,200							
DETROIT, MICH. Detroit City Airport, 626′. MH 338kc, DET Procedure No. 1	Windsor LFR (final	329—6.4	1,620	E side course: 149 outbound. 329 inbound. 1,900′ within 25 miles.	1,620	329—2.6	T-dn C-dn A-dn	500—1.0 700—1.0 1,000-3.0	NA NA NA	Within 2.6 miles, climb to 2,300′ on course of 329° within 25 miles of Detroit Rbn. CAUTION: Detroit Rbn must be monitored continuously during approach.
	Pontiac Int	149—19.2	2,300							
	Detroit LFR	067—24.0	2,300							
Willow Run Airport LOM (ILS Back Course Compass Locator) 375 kc, PI Procedure No. 2	Int. W crs Detroit LFR and 050° brg to LOM.	050—9.2	2,000	N side course: 050 outbound. 230 inbound. 2,000′ within 10 miles. 2,200′ within 25 miles.	1,400	230—4.5	T-dn C-dn S-dn 22R/L A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 4.5 miles, climb to 2,000′ on W course of Detroit LFR within 15 miles. CAUTION: Monitor ILS Back Course Compass Locator during approach.
	Detroit LFR	325—5.3	2,000							
	Int. N course Toledo LFR and 050° to LOM.	050—16.9	2,000							
	Salem VAR	143—10.8	2,000							
	Int. N course Detroit LFR and 230° brg to LOM.	230—1.8	2,000							
DODGE CITY, KANS. Dodge City Airport, 2594′. BMH-TV 290 kc, DDC Procedure No. 1	Int. E crs Garden City LFR and 169° brg to Rbn.	169—18.0	3,700	W side course: 349 outbound. 169 inbound. 3,700′ within 25 miles.	3,200	At airport	T-dn C-d C-n A-dn	300-1.0 600-1.0 600-2.0 800-2.0	300-1.0 600-1.5 600-2.0 800-2.0	Within 0.0 mile, climb to 3,900′ on course of 169° within 25 miles of Rbn, or as directed by ATC. CAUTION: 2,731′ msl tower, 3 miles NW of airport; 2,900′ msl tower, 3 miles W of airport.
	Dodge City VOR	150—6.0	3,700							
DUNKIRK, N. Y. Dunkirk Airport, 692′ BH-TV 266 kc, DKK Procedure No. 1	----------	----------	----------	W side course: 005 outbound. 185 inbound. 1,800′ within 10 miles (NA beyond 10 miles).	1,300	At airport	T-dn C-dn A-dn	300-1.0 600-1.0 1,000-2.0 (BCOB)	NA NA NA	Within 0.0 mile, immediately make standard rate climbing turn to right and climb to 2,500′ on course of 244° within 10 miles. NOTE: (1) Procedure not approved for aircraft having stall speeds greater than 75 mph. (2) Buffalo LFR and Dunkirk Rbn shall be monitored continuously during approach. (3) Standard clearance not provided in transition from Buffalo LFR due to terrain SE of Dunkirk Rbn.
EL PASO, TEX. El Paso International Airport, 3936′ LOM 266 kc, EL Procedure No. 1	El Paso LFR	326—4.0	5,000	N side course: 037 outbound. 217 inbound. 6,000′ within 10 miles (NA beyond 10 miles).	5,000	217—4.56	T-dn C-dn S-dn 22 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 4.56 miles, turn left to 125°, climb to 6,000′ on S course El Paso LFR within 25 miles. *Maintain 8,000′ until 5 miles W of Hueco Mountain FM (high terrain to N).
	Newman Rbn	191—7.5	5,000							
	Hueco Mtn FM	268—20.0	*7,000							

AUTOMATIC DIRECTION FINDING PROCEDURES—Continued

City and State; airport name, elevation; class of facility; frequency; identification procedure No.	Initial approach to facility: From—	Course and distance	Minimum altitude (ft.)	Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance facility to airport	Ceiling and visibility minimums: Condition	Type aircraft: 75 m. p. h. or less	Type aircraft: More than 75 m. p. h.	If visual contact not established at authorized landing minimums after passing facility within distance specified below, or if landing not accomplished; remarks
FARGO, N. DAK. Hector Field, 900′ LOM 219 kc, FA Procedure No. 1	Fargo LFR	188—5.2	2,300	W side course: 171 outbound. 351 inbound. 2,300′ within 25 miles.	1,820	351—4.55	T-dn C-d C-n A-dn	300-1.0 500-1.0 500.1.5 800-2.0	300-1.0 500-1.5 500-1.5 800-2.0	Within 4.55 miles, climb to 2,300′ on course of 351° within 25 miles of LOM. NOTE: (1) Monitor LOM during approach. (2) ILS MM located 0.71 mile from approach end of runway 35.
	Fargo VOR	351—0.5	2,300							
	Int. E crs Fargo LFR and 233° brg on LOM.	233—10.9	2,800							
	Int. SE crs Fargo LFR and 295° brg on LOM.	295—22.0	2,300							
	Int. W crs Fargo LFR and 132° brg on LOM.	132—6.6	2,300							
FAYETTEVILLE, N. C. Grannis Field, 188′ MHW 287 kc, FAY Procedure No. 1	Int. 235° brg on Pope LFR/-	195—16.5	1,600	S side course: 270 outbound: 090 inbound. 1,300′ within 25 miles.	700	090—1.1	T-dn C-dn A-dn	300-1.0 500-1.0 1,000-2.0 (BCOB)	300-1.0 500-1.0 1,000-2.0 (BCOB)	Within 1.1 miles, climb to 1,500′ on course of 090° outbound from Rbn within 25 miles.
	Int. 232° brg on Lumberton Rbn.	015—23.0	2,000							
	Int. 355° brg on Pope LFR.	015—13.5	1,400							
FLINT, MICH. Bishop Airport, 781′ BMH-TV 335 kc, FNT Procedure No. 1	----------	----------	----------	W side course: 344 outbound 164 inbound. 2,000′ within 25 miles.	1,380	At airport	T-dn C-dn A-dn	300-1.0 600-1.5 800-2.0	300-1.0 600-1.5 800-2.0	Within 0.0 mile, climb to 2,200′ on course of 164° within 25 miles.
LOM 269 kc, FN Procedure No. 2	Int. N crs Detroit LFR and 180° brg to LOM.	180-18.5	2,000	S side course: 271 outbound. 091 inbound. 2,000′ within 25 miles.	1,500	091—4.68	T-dn C-dn S-dn 9 *A-dn	300-1.0 500-1.0 500-1.0 1,000-2.0 (BCOB)	300-1.0 500-1.5 500-1.0 1,000-2.0 (BCOB)	Within 4.68 miles, climb to 2,300′ on course of 118° within 25 miles of LOM. NOTE: (1) LMM located 0.71 mile from end of runway, Frequency 224 kc, Ident. NT. (2) LOM must be monitored continuously during approach. *800-2 approved if 2 alternates are given on flight plan and sufficient fuel is carried as required by CAR.
	Flint Rbn	267-5.4	2,000							
FORT SMITH, ARK. Fort Smith Airport, 460′ LOM 219 kc, FS Procedure No. 1	Van Buren Rbn	142—13.0	1,900	N side course*: 073 outbound. 253 inbound. 1,800′ within 15 miles (NA beyond 15 miles).	1,620	253—3.96	T-dn C-d C-n S-dn 25 A-dn	300-1.0 600-1.0 600-2.0 #500-1.0 1,000-2.0 (BCOB)	300-1.0 600-1.5 600-2.0 #500-1.0 1,000-2.0 (BCOB)	Within 3.96 miles, climb to 2,000′ on course of 253° within 15 miles of LOM. *Danger area 3 miles S of LOM. #CAUTION: 600′ msl unlighted terrain 1.5 miles W of LOM on final approach course to Runway 25.
	Int. 288° brg to Van Buren Rbn and 253° brg to LOM.	253—12.0	1,800							
	Int. 270° brg to Fort Smith VOR and 253° brg to LOM.	253—11.0	1,800							
	Int. 340° brg to Van Buren Rbn and 073° brg to LOM.	073—4.0	1,800							
	Fort Smith VOR	192—3.0	1,900							
FORT WAYNE, IND. Baer Field, 801′ LOM 219 kc, FW Procedure No. 1	Int. NE course Fort Wayne LFR and 135° brg to LOM.	135—5.0	2,100	E side course: 135 outbound. 315 inbound. 2,100′ within 25 miles	1,600	315-4.44	T-dn C-dn S-dn 31 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 4.44 miles, climb to 2,100′ on course of 315° within 20 miles of LOM, make left turn proceeding to LOM, or as directed by ATC
	Fort Wayne LFR	097—7.0	2,100							
	Fort Wayne VOR	138—11.0	2,100							
	Int. SE course Fort Wayne and 357° brg to LOM (Final).	357—10.0	1,600							
	Int. 323° course to Fort Wayne VOR and 350° brg to LOM (Final).	350—5.0	1,600							
	Int. NE course Fort Wayne LFR and 202° brg to LOM.	202—10.0	2,200							

AUTOMATIC DIRECTION FINDING PROCEDURES—Continued

City and State; airport name, elevation; class of facility; frequency; identification procedure No.	Initial approach to facility: From—	Course and distance	Minimum altitude (ft.)	Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance facility to airport	Ceiling and visibility minimums: Condition	Type aircraft: 75 m. p. h. or less	Type aircraft: More than 75 m. p. h.	If visual contact not established at authorized landing minimums after passing facility within distance specified below, or if landing not accomplished; remarks
FORT WORTH, TEX. Amon Carter Field, 568′ LOM 219 kc, AC Procedure No. 1	Dallas LFR	282—16.0	2,200	E side course: 309 outbound. 129 inbound. 2,000′ within 25 miles.	2,000	129—5.2	T-dn	300-1.0	300-1.0	Within 5.2 miles, climb to 2,000′ on course of 129° within 25 miles of LOM, or when directed by ATC, turn right, climb to 2,000′ on course of 175° to and then from the Grand Prairie Rbn within 15 miles of the Rbn. NOTE: Procedure turn nonstandard due to ATC.
	Duncanville Rbn	309—22.0	2,200				C-dn	500-1.0	500-1.5	
	Int. S crs Fort Worth LFR and W crs Dallas LFR.	039—20.0	2,200				S-dn	500-1.0	500-1.0	
	Haslet Rbn	106—14.0	1,800				13			
	Int. N crs Fort Worth LFR and 129° brg to LOM.	129—16.0	1,800				A-dn	800-2.0	800-2.0	
MHW (Grand Prairie Rbn) 407 kc, GPR Procedure No. 2	Int. E crs Fort Worth LFR and N crs Dallas LFR.	205—17.0	2,000	W side course: 175 outbound. 355 inbound. 2,000′ within 15 miles (NA beyond 15 miles).	2,000	350—5.8	T-dn	300-1.0	300-1.0	Within 5.8 miles, turn left, climb to 2,000′ on course of 309° within 15 miles of Amon Carter ILS LOM, or when directed by ATC, climb to 2,200′ on course of 350° from Rbn with 25 miles. NOTE: Procedure turn nonstandard due to ATC.
	Duncanville Rbn	287—12.0	2,000				C-dn	500-1.0	500-1.5	
	Fort Worth LFR	107—19.0	2,200				S-dn	500-1.0	500-1.0	
	Haslet Rbn	127—23.0	2,000				A-dn	800-2.0	800-2.0	
	Amon Carter ILS LOM	152—12.0	2,000							
FRESNO, CALIF. Fresno Air Terminal, 331′ LOM 266 kc, FN Procedure No. 1	Fresno LFR	071—11.0	1,700	S side course #: 108 outbound. 288 inbound. 1,700′ within 10 miles (NA beyond 10 miles).	1,000	288—4.44	T-dn	300-1.0	300-1.0	Within 4.44 miles, climb to 1,500′ on course of 288°, turn left and climb to 2,000′ on W course of Fresno LFR within 20 miles, or as directed by ATC. *When approaching from Bowles FM, execute left turn of 265° at LOM to intercept outbound course of 108°. #Procedure turn S side of course due to terrain.
	Bowles FM*	015—12.1	1,700				C-dn	500-1.0	500-1.5	
	Fresno VOR	055—8.0	1,700				S-dn	500-1.0	500-1.0	
							29			
							A-dn	800-2.0	800-2.0	
GOODING, IDAHO Gooding Airport, 3,729′ BH-DTV 215 kc, GNG Procedure No. 1	Int. SE course Boise LFR and W course Burley LFR.	086—28.0	7,000	S side course: 251 outbound. 071 inbound. 5,700′ within 12 miles (NA beyond 12 miles).	4,320	At airport	T-dn	300-1.0	300-1.0	Within 0.0 miles, climb to 7,000′ on course of 120° within 15 miles, intercept W course Burley LFR and continue climbing to 7,000′ to Burley LFR or 9,000′ to Boise LFR.
							C-d	700-1.5	700-1.5	
	Int. W course Burley LFR and 071° brg to Rbn.	071—9.4	6,000				C-n	700-2.0	700-2.0	
							A-dn	800-2.0	800-2.0	
	Int. W course Burley LFR and 300° brg to Rbn.	300—7.3	6,000							
GREAT FALLS, MONT. Great Falls Airport, 3,671′ LOM 382 kc, GT Procedure No. 1	Great Falls LFR	146—3.5	5,500	W side course* 161 outbound. 341 inbound. 5,500′ within 10 miles (NA beyond 10 miles).	4,960	341—4.47	T-dn	300-1.0	300-1.0	Within 4.47 miles, climb to 5,500′ on course of 341° within 25 miles of LOM. *Procedure turn on E side not authorized due to high terrain; 80° reversal procedure turn recommended. CAUTION: (1) 3,840′ msl LFR towers located 15 miles SW of airport. (2) 5,500′ terrain located 16 miles SE of LOM.
	Great Falls VOR	127—3.5	5,500				C-d	500-1.0	500-1.5	
	Belt FM	262-20.0	5,500				C-n	500-1.5	500-1.5	
	Cascade FM	032—18.0	5,500				S-dn	500-1.0	500-1.0	
							34			
							A-dn	800-2.0	800-2.0	
GREENSBORO, N. C. Greensboro-Hight Point Airport, 913′ LOM 254 kc, GS Procedure No. 1	Greensboro LFR	299—6.2	2,300	N side course: 318 outbound. 138 inbound. 2,000′ within 10 miles. 3,300′ within 15 miles (NA beyond 15 miles)	1,900	138—5.0	T-dn	300-1.0	300-1.0	Within 5.0 miles, make left turn and climb to 2,300′ on SE course Greensboro LFR within 25 miles of LFR, or when directed by ATC, make left turn, climb to 2,300′ on NE course Greensboro LFR within 25 miles of LFR.
	Winston-Salem LFR	058—10.3	2,300				C-d	500-1.0	500-1.5	
	Wallburg Int.	033—11.3	2,300				C-n	500-1.5	500-1.5	
							S-dn	500-1.0	500-1.0	
							14			
							A-dn	800-2.0	800-2.0	
HYANNIS, MASS. Barnstable Airport, 56′ MHW 239 kc HYA Procedure No. 1	Int. SE crs Squantum LFR and 181° brg on Rbn.	181—18.0	1,500	S side course:* 110 outbound. 290 inbound. 1,300′ within 10 miles (NA beyond 10 miles)	700	At airport	T-dn	300-1.0	300-1.0	Within 0.0 mile, make a climbing left turn, return to Hyannis Rbn at 1,500′. *To avoid military aircraft activities NE of Otis AFB.
							C-dn	600-1.0	700-1.5	
	Otis Rbn	089—15.0	1300				A-dn	1,000-2.0 (BCOB)	1,000-2.0 (BCOB)	
INDIANAPOLIS, IND. Indianapolis Airport, 796′ LOM 341 kc, IN Procedure No. 1	Clayton FM	085—10.5	1,900	S side course: 223 outbound. 043 inbound. 1,900′ within 25 miles.	1,400	043—4.3	T-dn	300-1.0	300-1.0	Within 4.3 miles, climb to 2,300′ on E course Indianapolis LFR to NW course Cincinnati LFR. NOTE: LOM must be monitored continuously during approach.
	Indianapolis LFR	176—2.8	1,900				C-dn	500-1.0	500-1.5	
	Int. E crs Indianapolis LFR and 223° brg to LOM	223—5.0	1,900				S-dn	500-1.0	500-1.0	
							4			
							A-dn	800-2.0	800-2.0	
	Int. S crs Indianapolis LFR and 223° brg to LOM	223—0.3	1,900							

AUTOMATIC DIRECTION FINDING PROCEDURES—Continued

City and State; airport name, elevation; class of facility; frequency; identification procedure No.	Initial approach to facility: From—	Initial approach to facility: Course and distance	Initial approach to facility: Minimum altitude (ft.)	Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance facility to airport	Ceiling and visibility minimums: Condition	Ceiling and visibility minimums: Type aircraft: 75 m. p. h. or less	Ceiling and visibility minimums: Type aircraft: More than 75 m. p. h.	If visual contact not established at authorized landing minimums after passing facility within distance specified below, or if landing not accomplished; remarks
JACKSON, MICH. Reynolds Field, 1,000′ BMH-TV 281 kc, JXN Procedure No. 1	Int. SE crs Lansing LFR and N crs Detroit LFR.	298—21.0	2,300	W side course: 315 outbound. 135 inbound. 2,200′ within 25 miles.	1,500	At airport	T-dn C-dn A-dn	300-1.0 500-1.0 1,000-2.0 (BCOB)	300-1.0 500-1.5 1,000-2.0 (BCOB)	Within 0.0 mile, climb to 2,300′ on course of 135° within 5 miles of Rbn. CAUTION: (1) Rbn must be monitored at all times while making an ADF approach. (2) 1,330′ msl radio tower located 2.6 miles SE of Rbn.
	Int. SE crs Lansing LFR and 210° brg to Rbn.	210—15.0	2,300							
	Int. W crs Detroit LFR and 030° brg to Rbn.	030—18.0	2,300							
JACKSONVILLE, FLA. Imeson Airport, 52′ LOM 251 kc, JA Procedure No. 1	Int. N crs Jacksonville LFR and 224° brg to LOM.	224—10.0	1,200	N side course:* 224 outbound. 044 inbound. 1,200′ within 10 miles (NA beyond 10 miles)	1,200	044 4.6	T-dn C-dn S-dn 5 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 4.6 miles, turn left, climb to 1,300′ on N course Jacksonville LFR within 25 miles, or as directed by ATC. *Procedure turn N to avoid obstruction on S side of course.
	Jacksonville LFR	237—7.0	1,200							
	Bryceville FM	104—14.0	1,200							
JOHNSTOWN, PA. Johnstown Airport, 2,284′ MHW 329 kc, JST Procedure No. 1				S side course: 225 outbound. 045 inbound. 3,700′ within 25 miles.	3,000	045—4.6	T-dn C-dn S-dn 5 A-dn	300-1.0 500-1.0 500-1.0 1,000-2.0 (BCOB)	300-1.0 600-1.5 500-1.0 1,000-2.0 (BCOB)	Within 4.6 miles, make climbing right turn, return to Rbn and hold at 4,000′ on course of 225° within 10 miles SW of Rbn. NOTE: Runway lights available by prior arrangement only.
KANSAS CITY, KANS. Fairfax Field, 746′ LOM 219 kc, MK Procedure No. 1	Kansas City LFR	028—5.0	2,500	W side course: 004 outbound. 184 inbound. 2,500′ within 25 miles.	2,500	184—4.3# (LOM to Bluff FM)	T-dn C-dn A-dn	300-1.0 700-1.0 800-2.0	300-1.0 700-1.5 800-2.0	Within 4.3 miles after passing LOM, or at Bluff FM, immediately turn right, climb to 2,500′ on course of 275° within 25 miles of Kansas City LFR, or as directed by ATC. #Course and distance from Bluff FM to airport: 224°, 0.9 miles. CAUTION: (1) 1,423′ msl obstructions located 2.5 miles SE of airport—adhere strictly to pull-up procedure. (2) 911′ msl cracking plant and 853′ msl stack, 0.5 miles ESE of approach end of runway 35. (3) 1,670′ msl TV tower, 4.5 miles SSE of airport. NOTE: this procedure not authorized when Bluff FM inoperative.
	Linkville FM	123—10.0	2,500							
	Liberty FM & Rbn	241—12.0	2,500							
	Kansas City VOR	152—4.0	2,500							
KANSAS CITY, MO. Kansas City Airport, 758′ LOM-219 kc, MK LMM-201 kc, KC Procedure No. 1	Kansas City LFR	028-5.0	2,500	W side course: 004 outbound. 184 inbound. 2,500′ within 25 miles.	2,500 (Over LOM)	184-6.23 (From LOM)	*T-dn C-dn S-dn **18 A-dn	300-1.0 #500-1.0 #700-1.0 800-2.0	300-1.0 700-1.5 700-1.0 800-2.0	Within 5.5 miles after passing LOM, or at LMM. Immediately turn right and climb to 2,500′ on course of 275° outbound from Kansas City LFR, or as directed by ATC. *Take-offs S and SW when weather is below 1000-3 will intercept a 210° bearing from LMM and will maintain a course of 210° from LMM as soon as practicable after take-off and maintain this course until reaching 2,500′ prior to making left turn. #500-1 for aircraft with stall speeds of 75 mph or less, but descent below 1,460′ msl not authorized until after passing Bluff FM, 1.8 miles N of airport. If Bluff FM not received, 700-1 minimums apply for all types of aircraft. **Straight-in minimums authorized all aircraft for landing runway 17, provided approach lights are operating on that runway. CAUTION: (1) Adhere strictly to pull-up procedure. (2) 911′ msl cracking plant and 853′ msl stack, 0.5 miles WNW of airport. (3) 906′ msl grain elevators (not obstruction lighted) and 857′ msl railroad flood lights, ⅔ mile NNE of approach end of runway 18. (4) 1,423′ msl congested buildings within 1 mile S and SE of airport.
	Linkville FM	123-10.0	2,500							
	Liberty FM & Rbn	241-12.0	2,500							
	Kansas City VOR	152-4.0	2,500							
KNOXVILLE, TENN. McGhee-Tyson Airport, 989′ MHW (Binfield Rbn) 217 kc, BFH Procedure No. 1	Knoxville LFR	216—10.0	2,500	W side course*: 225 outbound 045 inbound. 2,500 within 25 miles.	2,500	045—6.6	T-dn C-d C-n S-dn 4 A-dn	300-1.0 500-1.0 500-1.5 500-1.0 800-2.0	300-1.0 500-1.5 500-1.5 500-1,0 800-2.0	Within 6.6 miles, turn left, climb to 3,000′ on course of 354° within 25 miles of Knoxville LFR, or as directed by ATC. *Procedure turn W to avoid high terrain to E.
	Int. NE course Knoxville LFR and 225° brg to Rbn.	225—14.0	2,500							
	Tallassee FM	353—14.0	3,500							

AUTOMATIC DIRECTION FINDING PROCEDURES—Continued

City and State; airport name, elevation; class of facility; frequency; identification procedure No.	Initial approach to facility: From—	Course and distance	Minimum altitude (ft.)	Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance facility to airport	Ceiling and visibility minimums: Condition	Type aircraft: 75 m. p. h. or less	Type aircraft: More than 75 m. p. h.	If visual contact not established at authorized landing minimums after passing facility within distance specified below, or if landing not accomplished; remarks
LAFAYETTE, LA. Lafayette Airport, 40′ BMH-DTV 375 kc, LFT Procedure No. 1	----------	----------	----------	E side course: 180 outbound. 360 inbound. 1,200′ within 25 miles.	640	At airport	T-dn C-d C-n A-dn	300-1.0 600-1.0 600-2.0 1,000-2.0 (BCOB)	300-1.0 500-1.0 600-2.0 1,000-2.0 (BCOB)	Within 0.0 mile, climb to 1,200′ on course of 360° within 25 miles of Rbn.
LANCASTER, PA. Lancaster Municipal Airport, 401′ MHW 326 kc, LRP Procedure No. 1	Harrisburg LFR	118—29.0	2,000	S side course: 238 outbound. 058 inbound. 1,800′ within 10 miles. 2,000′ within 15 miles. 2,100′ within 25 miles.	1,500	058—4.6	T-dn C-dn S-dn 8 A-dn	300-1.0 500-1.0 500-1.0 1,000-2.0 (BCOB)	300-1.0 600-1.5 500-1.0 1,000-2.0 (BCOB)	Within 4.6 miles, climb to 2,000′ on course of 058° within 10 miles, make climbing left turn and return to Rbn at 2,500′.
LANSING, MICH. Capital City Airport, 858′ LOM 236 kc, LA Procedure No. 1	Lansing VOR Lansing LFR	072—12.0 093—2.0	2,300 2,300	N side course: 093 outbound. 273 inbound. 2,300′ within 25 miles.	1,760	273—4.3	T-dn C-dn S-dn 27 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 4.3 miles, climb to 2,200′ on course of 280° within 25 miles of LOM, or as directed by ATC. NOTE: Do not descend below 1520′ until after passing Lansing LFR.
LEXINGTON, KY. Blue Grass Airport, 978′ BH-DTV 242 kc, LEX Procedure No. 1	Int. 170° brg to Lexington VOR. Int. 345° brg to Lexington VOR and /or Int. N crs Corbin VAR Lexington VOR Int. E crs Louisville LFR Int. E crs Louisville LFR	195—18.2 326—24.0 289—9.5 178—17.3 191—18.0	2,300 2,200 2,300 2,200 2,300	S side course: 222 outbound. 042 inbound. 2,100′ within 25 miles.	1,600	042—2.1	T-dn C-dn A-dn	300-1.0 500-1.0 1,000-2.0 (BCOB)	300-1.0 500-1.5 1,000-2.0 (BCOB)	Within 2.1 miles, climb to 2,300′ on course of 042° within 15 miles of Rbn. NOTE: Rbn must be monitored continuously during approach. CAUTION: 1,300′ msl tower located 3.5 miles ENE of airport.
LONGVIEW, TEX. Gregg County Airport, 365′ BH-TV 257 kc, LLV Procedure No. 1				E side course: 180 outbound. 360 inbound. 1,400′ within 10 miles (NA beyond 10 miles).	860	At airport	T-dn C-dn A-dn	300-1.0 500-1.0 1,000-2.0 (BCOB)	300-1.0 500-1.5 1,000-2.0 (BCOB)	Within 0.0 mile, turn left, climb to 2,000′ on course of 180° within 25 miles of Rbn.
LOUISVILLE, KY. Standiford Field, 497′ LOM 212 kc; SD Procedure No. 1	Int. W crs Louisville LFR and 172° brg to Godman Rbn. Int. W course Louisville LFR and 189° brg to LOM. Int. 152° course to Louisville VOR and 189° brg to LOM. Int. 088° course to Louisville VOR and 189° brg to LOM. Louisville LFR Int. E course Louisville LFR and 236° brg to LOM. Louisville VOR Int. 008° course to Louisville VOR and 312° brg to LOM. Int. S course Louisville LFR and 317° brg to LOM.	119—16.6 189—9.7 189—15.7 189—1.3 214—12.0 236—19.3 261—9.8 312—11.2 317—10.2	2,100 2,100 2,100 2,100 2,100 2,100 2,100 2,100 2,100	W side course: 189 outbound. 009 inbound. 2,100′ within 7 miles* (NA beyond 7 miles).	1,620	009—6.18	T-dn C-d C-n S-dn 1 A-dn	300-1.0 600-1.0 600-1.5 600-1.0 800-2.0	300-1.0 600-1.5 600-1.5 600-1.0 800-2.0	Within 6.18 miles, make left climbing turn to 2,100′ on S side W course Louisville LFR, then out W course Louisville LFR, or outbound from Louisville VOR on course of 283°, or as directed by ATC. *Complete procedure turn within 7 miles of LOM account danger area to S. CAUTION: (1) Monitor LOM during approach. (2) 1070′ msl obstructions 4 miles N of airport.

AUTOMATIC DIRECTION FINDING PROCEDURES—Continued

City and State; airport name, elevation; class of facility; frequency; identification procedure No.	Initial approach to facility: From—	Initial approach to facility: Course and distance	Initial approach to facility: Minimum altitude (ft.)	Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance facility to airport	Ceiling and visibility minimums: Condition	Ceiling and visibility minimums: Type aircraft: 75 m. p. h. or less	Ceiling and visibility minimums: Type aircraft: More than 75 m. p. h.	If visual contact not established at authorized landing minimums after passing facility within distance specified below, or if landing not accomplished; remarks
LUFKIN, TEX. Angelina County Airport, 290′ BMH 356 kc, LFK Procedure No. 1	----------	----------	----------	S side course: 296 outbound. 116 inbound. 1,400′ within 10 miles (NA beyond 10 miles).	880	At airport	T-dn C-dn A-dn	300-1.0 600-1.0 1,000-2.0 (BCOB)	NA NA NA	Within 0.0 mile, climb to 1,500′ on course of 116° within 25 miles of Rbn.
LUMBERTON, N. C. Lumberton Airport, 126′ BMH-TV 359 kc, LBT Procedure No. 1	----------	----------	----------	S side course: 233 outbound. 053 inbound. 1,200′ within 25 miles.	726	At airport	T-dn C-dn A-dn	300-1.0 600-2.0 1,000-2.0 (BCOB)	300-1.0 700-2.0 1,000-2.0 (BCOB)	Within 0.0 mile, climb to 1,900′ on course of 016° within 25 miles of Rbn, or as directed by ATC.
MACON, GA. Macon-Cochran Airport, 354′ LOM 236 kc, MC Procedure No. 1	Int. SW crs Macon LFR and 046° bearing to LOM.	046—3.0	1,600	S side course: 226 outbound. 046 inbound. 1,600′ within 25 miles.	1,200	046—4.4	T-dn C-dn S-dn 5 A-dn	300-1.0 500-1.0 500-1.0 1,000-2.0 (BCOB)	300-1.0 500-1.5 500-1.0 1,000-2.0 (BCOB)	Within 4.4 miles, climb to 1,700′ on course of 046° within 15 miles of LOM, or as directed by ATC.
	Macon LFR	192—7.0	1,600							
MADISON, WIS. Truax Field, 859′ LOM 219 kc, MS Procedure No. 1	Madison LFR	218—4.1	2,400	E side course: 180 outbound. 360 inbound. 2,400′ within 25 miles.	1,900	360—4.44	T—dn C-d C-n S-d S-n 36 A-dn	300-1.0 500-1.0 500-1.5 500-1.0 500-1.5 800-2.0	300-1.0 500-1.5 600-1.5 500-1.0 500-1.5 800-2.0	Within 4.44 miles, climb to 2,500′ on course of 360° within 10 miles of LOM. NOTE: (1) LOM must be monitored continuously during approach. (2) LMM located 0.71 mile from end of runway 36, freq. 201 kc, Ident. SN.
MANSFIELD, OHIO Mansfield Airport, 1,296′ BMH-TV 329 kc, MFD Procedure No. 1	Int. NE crs Columbus LFR and 311° brg to Rbn.	311—3.4	2,500	W side course: 311 outbound. 131 inbound. 2,500′ within 25 miles.	2,000	At airport	T-dn C-dn A-dn	300-1.0 700-1.0 1,000-2.0 (BCOB)	300-1.0 700-1.5 1,000-2.0 (BCOB)	Within 0.0 mile, climb to 2,500′ on course of 131° within 25 miles. CAUTION: Rbn must be monitored at all times while making an ADF approach.
	Int. SW crs Akron LFR and 286° brg to Rbn.	286—35.0	2,500							
MASON CITY, IOWA Mason City Airport, 1,216′ BH-TV 227 kc, MCW Procedure No. 1	Mason City VOR	354—4.0	2,200	E side course: 180 outbound. 360 inbound. 2,200′ within 25 miles.	1,720	At airport	T-dn C-dn S-dn A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 0.0 mile, climb to 2,500′ on course of 360° within 25 miles of Rbn, or as directed by ATC.
MEMPHIS, TENN. Memphis Airport, 269′ LOM 215 kc, ME Procedure No. 2 (Procedure No. 1 not published)	Cuba FM	192—18.0	2,000	S side course: 266 outbound. 086 inbound. 1,700′ within 25 miles.	1,700	086—4.88	T-dn C-dn S-dn 9 A-dn	300-1.0 500-1.5 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 4.88 miles, climb to 2,000′ on course of 086° to NE course Memphis LFR, or as directed by ATC.
	Int. SW course Memphis LFR and 048° brg to LOM.	048—20.0	1,700							
	Memphis LFR	292—5.0	1,700							
MIAMI, FLA. Miami International Airport, 9′ LOM 227 kc, MI Procedure No. 1	Miami LFR*	085—1.5	1,100	N side course:** 265 outbound* 085 inbound* 1,100′ within 25 miles.	600	085—4.4	T-dn C-dn S-dn 9R A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 4.4 miles, climb to 1,400′ on course of 085° within 25 miles of LOM, or as directed by ATC. *Right turn from the S or left turn from N from Miami LFR to LOM not authorized. **Procedure turn N to avoid possible traffic confliction with Tamiami Airport.
	Miami VOR	263—1.0	1,100							
	Krome FM (final)	091—10.0	600							
MIDLAND, TEX. Midland Air Terminal, 2867′ LMM 201 kc, AF Procedure No. 1	Midland LFR	052—3.0	4,000	S side course:** 223 outbound. 043 inbound. 4,300′ within 25 miles.	3,720* (Over OM)	043—4.69 (From OM)	T-dn# C-dn S-dn* 4 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 4.69 miles after passing OM, climb to 4,000′ on course of 139° within 10 miles of LMM. *If outer marker not received, minimum altitude over LMM is 3,720′ and straight-in approach is not authorized. Maintain procedure turn altitude until within 10 miles of LMM. **Danger Area located 9.5 miles S or approach course #All runways except 16L and 34R.
	Midland VOR	184—6.0	4,000							

AUTOMATIC DIRECTION FINDING PROCEDURES—Continued

City and State; airport name, elevation; class of facility; frequency; identification procedure No.	Initial approach to facility: From—	Course and distance	Minimum altitude (ft.)	Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance facility to airport	Ceiling and visibility minimums: Condition	Type aircraft: 75 m. p. h. or less	Type aircraft: More than 75 m. p. h.	If visual contact not established at authorized landing minimums after passing facility within distance specified below, or if landing not accomplished; remarks
MINNEAPOLIS, MINN. Minneapolis-St. Paul International Airport (Wold-Chamberlain Field), 840′ 215 kc, MS Procedure No. 1	Minneapolis LFR	132—1.0	2,100	N side course: 115 outbound. 295 inbound. 2,100′ within 15 miles. 2,400′ within 25 miles.	1,500	295—4.7	T-dn	300-1.0	300-1.0	Within 4.7 miles, climb to 2,500′ on course of 298° outbound to Hamel FM within 25 miles, or when directed by ATC, climb to 2,200′ on course 241° to Jordan FM, or make left climbing turn to 2,100′ and return to LOM.
	Minneapolis VOR	104—2.0	2,100				C-dn	500-1.0	500-1.5	
	Hastings FM	296—9.0	2,100				S-dn	500-1.0	500-1.0	
	Hastings FM (final)	296—9.0	1,500				29L A-dn	800-2.0	800-2.0	
	Stanton Rbn	346—26.0	2,200							
	Jordan FM	061—26.0	2,200							
MOBILE, ALA. Bates Field, 217′ LOM 371 kc, MO Procedure No. 1	Mobile LFR	290—12.0	1,400	W side course: 320 outbound. 140 inbound. 1,400′ within 25 miles.	1,400	140—4.	T-dn	300-1.0	300-1.0	Within 4.5 miles, turn right, climb to 1,500′ on course of 217° within 25 miles of Mobile LFR, or as directed by ATC.
	Int. 320° brg to LOM and SW crs Mobile LFR.	320—12.0	1,400				C-dn	500-1.0	500-1.5	
	Mobile VOR	068—4.5	1,400				S-dn	500-1.0	500-1.0	
							14 A-dn	1,000-2.0 (BCOB)	1,000-2.0 (BCOB)	
MOLINE, ILL. Quad-City Airport, 590′ LOM 215 kc, ML Procedure No. 1	Moline LFR	164—9.0	2,100	S side course: 266 outbound. 086 inbound. 1,900′ within 20 miles. 2,000′ within 25 miles.	1,380	086—5.1	T-dn	300-1.0	300-1.0	Within 5.1 miles, climb to 2,100′ on course of 086° within 25 miles of LOM, or as directed by ATC. CAUTION: LOM must be monitored continuously during approach. NOTE: LMM located 0.63 miles from approach end of runway—freq. 201 kc, Ident. LI.
	Moline VOR	125—6.0	2,100				C-dn	600-1.0	600-1.5	
	Int. E course Moline LFR and 225° bearing to LOM.	225—16.5	2,100				A-dn	800-2.0	800-2.0	
	Int. S course Moline LFR and 086° bearing to LOM.	086—1.3	1,900							
	Int. N course Burlington LFR and 086° bearing to LOM.	086—25.5	2,000							
	Int. W course Moline LFR and N course Burlington LFR.	104—26.5	1,900							
	Int. 257° bearing to Moline VOR and 225° bearing to LOM.	225—8.6	2,100							
	Int. 008° bearing to Moline VOR and 086° bearing to LOM.	086—5.0	1,900							
	Int. 280° bearing to Iowa City VOR and 086° bearing to LOM.	086—35.2	2,000							
MONTAGUE, CALIF. Siskiyou County Airport, 2650′ BH-DTV 388 kc, SIY Procedure No. 1	Fort Jones LFR	035—24.0	9,000	E side coruse:* 160 outbound. 340 inbound. 6,500′ within 10 miles (NA beyond 10 miles).	5,140	[illegible]	[illegible]	1,500-2.0	1,500-2.0	Within 0.0 mile, turn left, climb to 9,000′ on course of 160° outbound, 340° inbound, within 10 miles* of Rbn. *In no case will procedure turn be accomplished S of the E course of Fort Jones LFR. PROCEDURE NOT AUTHORIZED DURING SEVERE STORM CONDITIONS.
							T-n	1,500-3.0	1,500-3.0	
							C-d	2,500-2.0	2,500-2.0	
							C-n	2,500-3.0	2,500-3.0	
							A-dn	2,500-3.0	2,500-3.0	
NASHVILLE, TENN. Berry Field, 606′ LOM 375 kc, BN Procedure No. 1	Walterhill FM	284—20.0	2,500	E side course: 194 outbound. 014 inbound. 2,500′ within 25 miles.	1,905	014—5.7	T-dn	300-1.0	300-1.0	Within 5.7 miles, climb to 2,000′ on course of 331° within 25 miles of LOM, or as directed by ATC.
	Fairview FM	078—23.0	2,500				C-dn	500-1.0	500-1.5	
	Nashville VOR	250—7.0	2,500				S-d	500-1.0	500-1.0	
	Nashville LFR	212—8.0	2,500				S-n	500-1.0	500-1.5	
							2L A-dn	800-2.0	800-2.0	

AUTOMATIC DIRECTION FINDING PROCEDURES—Continued

City and State; airport name, elevation; class of facility; frequency; identification procedure No.	Initial approach to facility: From—	Course and distance	Minimum altitude (ft.)	Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance facility to airport	Ceiling and visibility minimums: Condition	Type aircraft: 75 m. p. h. or less	Type aircraft: More than 75 m. p. h.	If visual contact not established at authorized landing minimums after passing facility within distance specified below, or if landing not accomplished; remarks
NEWARK, N. J. Newark Airport, 18 LOM 400 kc, EW Procedure No. 1	Flatbush Rbn	274—11.0	1,500	E side course: 217 outbound. 037 inbound. 1,500′ within 25 miles.	1,040	037—5.63	T-dn C-dn S-dn 4 A-dn	300-1.0 600-1.0 600-1.0 1,000-2.0 (BCOB)	300-1.0 600-1.5 600-1.0 1,000-2.0 (BCOB)	Within 5.63 miles, climb to 1,000′ on course of 037°, make a left climbing turn and proceed direct to Paterson Rbn at 2,000′, or as directed by ATC.
	Paterson Rbn	200—24.0	2,000							
	Matawan VAR	011—16.0	1,500							
	Int. W crs Matawan VAR and 066° brg to LOM.	066—20.0	1,500							
	Newark LFR	206—5.0	1,500							
	Chatham Rbn	142—15.0	2,000							
NEW BEDFORD, MASS. New Bedford Airport 79 LMM 201 kc, WB Procedure No. 1	Providence LFR	107—25.8	1,500	S side course: 233 outbound. 053 inbound. 1,400′ within 15 miles (NA beyond 15 miles).	700	053—0.66	T-dn C-dn A-dn	300-1.0 500-1.0 1,000-2.0 (BCOB)	300-1.0 600-1.5 1,000-2.0 (BCOB)	Within 0.66 mile, make standard rate climbing turn to the right, return to LMM and hold at 1,400′ on S side of 233° course within 10 miles of LMM.
	Int. E crs Providence LFR and 336° brg to LMM.	336—2.7	1,400							
NEW ORLEANS, LA. Moisant International Airport, 3′ LOM 219 kc, MS Procedure No. 1	New Orleans LFR	274—8.2	1,400	S side course: 279 outbound. 099 inbound. 1,400′ within 10 miles (NA beyond 10 miles).	940	099—3.92	T-dn C-dn S-dn 10 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 3.92 miles, climb to 1,500′ on E course New Orleans LFR, or when directed by ATC, climb to 1,300′ on S course New Orleans LFR.
	La Place FM	087—8.4	1,400							
New Orleans Airport, 8′ SBRAZ-DTV (New Orleans LFR) 338 kc, MSY Procedure No. 1	La Place FM (final)	091—17.0	940	S side course: 271 outbound. 091 inbound. 1,400′ within 25 miles.	940*	066—10.5	T-dn C-dn* A-dn*	300-1.0 500-1.0 800-2.0	300-1.0 500-1.5 800-2.0	Within 3.2 miles after passing Bayou St. John FM*. Climb to 1,400′ on course of 073° within 25 miles of LFR, or as directed by ATC. *If Bayou St. John FM not received, descent below 940′ not authorized. NOTE: Instrument approaches authorized only during those hours when communication, weather, and runway lighting services are available.
NEW ORLEANS, LA. Callender Airport, 5′ MHW (Callender Rbn) 269 kc, BCS Procedure No. 1	New Orleans LFR	125—15.0	1,700	E side course: 170 outbound. 350 inbound. 1,200′ within 25 miles.	600	At airport	T-dn C-d C-n A-dn	300-1.0 600-1.0 600-2.0 1,000-2.0 (BCOB)	300-1.0 600-1.5 600-2.0 1,000-2.0 (BCOB)	Within 0.0 mile, turn right and climb to 1,200′ on course of 170° within 25 miles of Callender Rbn.
NEWPORT NEWS, VA. Patrick Henry Airport, 41′ SBMRAZ-DPT (Langley AFB LFR) 221 kc, LFI Procedure No. 1	Int. SE course Tappahannock 46.0 LFR and 177° brg to LFR.	177—	1,500	N side course: 102 outbound. 282 inbound. 1,500′ within 15 miles (NA beyond 15 miles).	1,000	314 4.5	T-dn C-dn A-dn	300-1.0 500-1.0 800-2.0	300-1.0 600-1.5 800-2.0	Within 4.5 miles, climb to 1,500′ on course of 282° within 10 miles. CAUTION: This procedure is authorized only when ceilings are lower than 3,000′ and/or visibility is less than 2 miles.
	Int. N course Norfolk NAS LFR and 282° brg to LFR.	282—11.0	1,500							
	Int. SW course Norfolk LFR 24.0 and 352° brg to LFR.	352—	1,500							
	Int. SW course Richmond LFR 13.0 and 102° brg to LFR.	102—	1,500							
NORFOLK, VA. Norfolk Airport, 26′ LOM 391 kc, OR Procedure No. 1	Int. SW course Norfolk LFR and S course Langley LFR (final).	044—7.0	900	S side course: 224 outbound. 044 inbound. 1400′ within 25 miles.	900	044—4.2	T-dn C-dn S-dn 4 A-dn	300-1.0 500-1.0 500-1.0 1,000-2.0 (BCOB)	300-1.0 500-1.5 500-1.0 1,000-2.0 (BCOB)	Within 4.2 miles, make a climbing right turn and climb to 1,400′ on course of 224° within 25 miles of LOM. NOTE: Standard clearance not provided over 380′ tower 3.5 miles S of airport.

AUTOMATIC DIRECTION FINDING PROCEDURES—Continued

City and State; airport name, elevation; class of facility; frequency; identification procedure No.	Initial approach to facility: From—	Course and distance	Minimum altitude (ft.)	Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance facility to airport	Ceiling and visibility minimums: Condition	Type aircraft: 75 m. p. h. or less	Type aircraft: More than 75 m. p. h.	If visual contact not established at authorized landing minimums after passing facility within distance specified below, or if landing not accomplished; remarks
OKLAHOMA CITY, OKLA. Will Rogers Field, 1,283′ LOM 219 kc, OK Procedure No. 1	Int. N course Okla. City LFR and 170° brg to LOM.	170—17.0	2,500	E side course: 170 outbound. 350 inbound. 2,600′ within 25 miles.	2,500	350—4.77	T-dn C-dn S-dn 35 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 4.77 miles, climb to 3,000′ on course of 350° within 25 miles of LOM, or as directed by ATC.
	Washington FM	334—15.0	2,500							
	Mustang FM	106—11.0	2,500							
	Oklahoma City LFR	149—6.0	2,500							
	Oklahoma City VOR	150—10.0	2,500							
	Int. SW crs Tulsa LFR and E course Oklahoma City LFR.	243—25.0	2,700							
MHW (Tulakes Rbn) 311 kc, TWO Procedure No. 2	Int. N crs Okla. City LFR and W crs Tinker LFR (Final).	152—3.0	1,960	W side course: 350 outbound. 170 inbound. 2,500′ within 25 miles.	1,960	170—4.5	T-dn C-dn S-dn 17 A-dn	300-1.0 500-1.5 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 4.5 miles, climb to 2,500′ on course of 170° within 25 miles of Rbn, or as directed by ATC.
	Int. E course Okla. City LFR and S course Tinker LFR.	279—13.0	2,700							
	Oklahoma City LFR	015—5.0	2,400							
	Mustang FM	052—12.0	2,400							
	ILS LOM	350—10.0	2,500							
OMAHA, NEBR. Omaha Airport, 982′ LOM 219 kc, OM Procedure No. 1	Omaha LFR	218—0.6	2,300	W side course: 315 outbound. 135 inbound. 2,300′ within 25 miles.	*2,300	135—4.6	T-dn C-d C-n S-d S-n 14L A-dn	300-1.0 500-1.0 500-1.5 500-1.0 500-1.5 800-2.0	300-1.0 500-1.5 500-2.0 500-1.0 500-1.5 800-2.0	Within 4.6 miles, climb to 2,700′ on SE course Omaha LFR within 25 miles, or as directed by ATC. *1192′ msl stack, 0.8 mile SSE of LOM. CAUTION: 1739′ msl radio tower, 4.5 miles SW of LFR station 1339′ msl bluff, 1.5 miles E of airport.
	Omaha VOR	310—18.0	2,700							
ONTARIO, CALIF. Ontario International Airport, 952′. 347 kc, ON Procedure No. 1.	Riverside LFR	288—16.0	3,200*	S side course: 075 outbound. 255 inbound. 4,000′ within 10 miles (NA beyond 10 miles).	2,740	255—4.5	T-dn C-dn A-dn	300-1.0 700-1.0 800-2.0	300-1.0 700-1.5 800-2.0	Within 4.5 miles, climb to on top, not below 4,000′, on course of 255° and hold in nonstandard 2 minute holding pattern E of Int. W course Ontario ILS and NE course Long Beach LFR on S side of course. *Must be on top, with tops not above 5,000′ msl. #Straight-in approach authorized, but must be started from on top, with tops not above 5,000′ msl.
	Downey FM and Rbn	064—34.0	3,200*							
	Fontana FM	211—10.0	5,000*							
	Ontario VOR	011—10.0	3,200*							
	Int. N course Riverside LFR and 255° brg to LOM.	255—10.0	2,740#							
ONTARIO, OREG. Ontario Airport, 2190′ BMH-DTV 305 kc, ONO Procedure No. 1	Payette FM	192—9.5	5,000	E side course: 140 outbound. 320 inbound. 4,000′ within 17 miles (NA beyond 17 miles).	3,200	At airport	T-dn C-d C-n A-dn	300-1.0 1,000-1.0 1,000-2.0 1,000-2.0	NA NA NA NA	Within 0.0 mile, turn right, climb to 9,000′ on course of 110° within 25 miles of Rbn, or as directed by ATC.
	Int. 121° brg to Boise LFR and 280° brg to Rbn.	280—25.0	6,000							
ORLANDO, FLA. Orlando Airport, 115′ LOM 219 kc, OR Procedure No. 2 (Procedure No. 1 not published).	Oviedo FM	197—14.5	1,500	N side course: 130 outbound. 310 inbound. 1,200′ within 25 miles.	620	310—4.69	T-dn C-dn S-dn 31 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 4.69 miles, climb to 1,500′ on course of 310° and proceed to Orlando LFR, or as directed by ATC.
	Orlando LFR	160—6.0	1,500							
OTTUMWA, IOWA Ottumwa Airport 845′ BH-DTV 260 kc, OTM Procedure No. 1	Ottumwa VOR	305—8.0	1,900	E side course: 180 outbound. 360 inbound. 1,900′ within 25 miles.	1,440	At airport	T-dn C-dn A-dn	300-1.0 600-1.0 800-2.0	300-1.0 600-1.5 800-2.0	Within 0.0 mile, climb to 2,200′ on course of 360° within 25 miles of Rbn, or as directed by ATC.

AUTOMATIC DIRECTION FINDING PROCEDURES—Continued

City and State; airport name, elevation; class of facility; frequency; identification procedure No.	Initial approach to facility: From—	Initial approach to facility: Course and distance	Initial approach to facility: Minimum altitude (ft.)	Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance facility to airport	Ceiling and visibility minimums: Condition	Ceiling and visibility minimums: Type aircraft: 75 m. p. h. or less	Ceiling and visibility minimums: Type aircraft: More than 75 m. p. h.	If visual contact not established at authorized landing minimums after passing facility within distance specified below, or if landing not accomplished; remarks
OXNARD, CALIF. Oxnard-Ventura County Airport 43′ SRAWZ (Camarillo LFR) 359 kc, CAV Procedure No. 1	----------	----------	----------	S side course: 250 outbound. 070 inbound. 1,500′ within 20 miles* (NA beyond 20 miles).	940	266 6.9	T-dn C-dn A-dn	300-1.0 900-3.0 1,000-2.0 (BCOB)	300-1.0 900-3.0 1,000-2.0 (BCOB)	Within 0.0 mile, turn right (S) and climb to 3,000′ on course of 250° within 20 miles of LFR. *Procedure turn within 20 miles and limited to within 5 miles of S side of course because of Port Mugu danger area.
PUDUCAH, KY. Barkley Field, 405′ BMH 215 kc, PUK Procedure No. 1	----------	----------	----------	E side course: 215 outbound. 035 inbound. 1,600′ within 25 miles.	1,005	At airport	T-dn C-dn A-dn*	300-1.0 600-1.0 1,000-2.0 (BCOB)	300-1.0 600-1.0 1,000-2.0 (BCOB)	Within 0.0 mile, climb to 2,000′ on course of 035° within 25 miles. *800-2 approved if 2 alternates are named on flight plan and sufficient fuel is carried as required by CAR. NOTE: Rbn must be monitored continuously during approach.
PELLSTON, MICH. Emmet County Airport, 720′ BMH-TV 332 kc, PLN Procedure No. 1	----------	----------	----------	S side course: 135 outbound. 315 inbound. 2,200′ within 25 miles.	1,520	At airport	T-dn* C-dn A-dn	500-1.0 800-1.0 1,500-2.0 (BCOB)	500-1.0 800-1.5 1,500-2.0 (BCOB)	Within 0.0 mile, climb to 2,500′ on course of 315° within 25 miles. *4-engine aircraft not authorized for take-off on E/W runway. CAUTION: Rbn must be monitored continuously during approach.
PHILADELPHIA, PA. International Airport, 10′ LOM 219 kc, PH Procedure No. 1	Int. N course New Castle LFR and W course Philadelphia LFR.	082—13.0	1,700	S side course: 265 outbound. 085 inbound. 1,500′ within 10 miles. 1,700′ within 15 miles. 1,800′ within 25 miles.	900	085—5.28	T-dn C-dn S-dn 9 A-dn	300-1.0 500-1.0 500-1.0 1,000-2.0 (BCOB)	300-1.0 500-1.5 500-1.0 1,000-2.0 (BCOB)	Within 5.28 miles, climb to 1,800′ on course of 073° within 25 miles of LOM, or when directed by ATC, turn right, climb to 1,500′ on S course Philadelphia LFR.
	Boothwyn FM (final)	082—7.0	900							
	Philadelphia LFR	253-2.5	1,500							
PITTSBURGH, PA. Allegheny County Airport, 1,252′ MHW (McKeesport Rbn) 287 kc, MKP Procedure No. 1	Pittsburgh LFR	092—10.0	2,600	N side course: 095 outbound. 275 inbound. 2,600′ within 10 miles (NA beyond 10 miles).	2,500	275—6.3	T-dn C-dn S-dn 27 A-dn	300-1.0 500-1.0 500-1.0 1,000-2.0 (BCOB)	300-1.0 500-1.5 500-1.0 1,000-2.0 (BCOB)	Within 6.3 miles, climb to 3,000′ on course of 267° within 20 miles of Rbn and proceed to Cecil holding pattern, or as directed by ATC. CAUTION: 1,550′ msl radio tower, 1.3 miles NW of Rbn.
	New Alexandria FM	263—23.0	2,600							
	Int. SE crs Pittsburgh LFR and NE crs Morgantown LFR.	322—17.0	2,500							
Greater Pittsburgh Airport, 1,168. LOM 201 kc, PI Procedure No. 1	New Alexandria Rbn	274—39.0	3,000	E side course: 141 outbound. 321 inbound. 2,600′ within 10 miles (NA beyond 10 miles).	2,100	321—4.7	T-dn C-dn S-dn 32 A-dn	300-1.0 500-1.0 500-1.0 1,000-2.0 (BCOB)	300-1.0 500-1.5 500-1.0 1,000-2.0 (BCOB)	Within 4.7 miles, make left climbing turn, climb to 2,500′ proceeding to Clinton Rbn, or as directed by ATC.
	Cecil Rbn	013—8.0	2,600							
	Butler Rbn	214—21.0	2,900							
	McKeesport Rbn	291—19.0	2,700							
	Pittsburgh LFR	308—11.0	2,600							
	Clinton Rbn	119—10.0	2,600							
	Pittsburgh VOR	336—12.0	2,600							
MHW (Greater Pittsburgh Rbn) 323 kc, GRP Procedure No. 2	Wheeling ILS LOM	055—41.0	2,700	N side course: 097 outbound 277 inbound 2,900′ within 25 miles	2,400	277—6.5	T-dn C-dn S-dn 28 A-dn	300-1.0 500-1.0 500-3.0 1,000-2.0 (BCOB)	300-1.0 500-1.5 500-1.0 1,000-2.0 (BCOB)	Within 6.5 miles, climb to 2,500′ on course of 277° and proceed to Clinton Rbn, or as directed by ATC.
	New Alexandria Rbn	280—36.0	3,000							
	Butler Rbn	210—16.0	2,900							
	McKeesport Rbn	306—18.0	2,900							
	Int. S course Youngstown LFR and NW crs Pittsburgh LFR.	119—34.0	2,500							
	Pittsburgh LFR	336—11.0	2,900							
	Pittsburgh VOR	356—14.0	2,900							
	Cecil Rbn	028—12.0	2,900							
	Clinton Rbn	097—13.0	2,500							

AUTOMATIC DIRECTION FINDING PROCEDURES—Continued

City and State; airport name, elevation; class of facility; frequency; identification procedure No.	Initial approach to facility: From—	Course and distance	Minimum altitude (ft.)	Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance facility to airport	Ceiling and visibility minimums: Condition	Type aircraft: 75 m. p. h. or less	Type aircraft: More than 75 m. p. h.	If visual contact not established at authorized landing minimums after passing facility within distance specified below, or if landing not accomplished; remarks
PITTSBURGH, PA.—Con. MHW (Clinton Rbn) 293 kc, GHW Procedure No. 3	Wheeling LOM	040—33.0	2,700	S side course: 277 outbound. 097 inbound. 2,500′ within 25 miles.	2,000	097—4.6	T-dn	300-1.0	300-1.0	Within 4.6 miles, climb to 3,000′ on course of 097° and proceed to Greater Pittsburgh Rbn, or as directed by ATC.
	Bergholz Rbn	100—33.0	2,500				C-dn	500-1.0	500-1.5	
	McKeesport Rbn	294—30.0	2,700				S-dn	500-1.0	500-1.0	
	Butler Rbn	239—24.0	2,500				10 A-dn	1,000-2.0 (BCOB)	1,000-2.0 (BCOB)	
	New Alexandria Rbn	279—48.0	3,000							
	Greater Pittsburgh Rbn	277—13.0	2,500							
	Cecil Rbn	332—14.0	2,500							
	Pittsburgh LFR	305—21.0	2,500							
	Pittsburgh VOR	320—21.0	2,500							
	Int. S course Youngstown LFR and NW course Pittsburgh LFR.	131—23.0	2,500							
PONCA CITY, OKLA. Ponca City Airport, 1,014′ BMH-DTV 368 kc, PNC Procedure No. 1				W side course: 350 outbound. 170 inbound. 2,300′ within 25 miles.	1,600	At airport	T-dn	300-1.0	300-1.0	Within 0.0 mile, turn right and climb to 2,300′ on course of 350° within 25 miles, or as directed by ATC.
							C-d	600-1.0	600-1.0	
							C-n	600-2.0	600-2.0	
							A-dn	800-2.0	800-2.0	
PORTLAND, OREG. Portland International Airport, 23′ MHW (Sauvies Is. Rbn) 219 kc, SVY Procedure No. 1	Portland LFR	258—10.0	3,000	S side course: 277 outbound. 097 inbound. 3,000′ within 10 miles (NA beyond 10 miles).	3,000 (Over Rbn) 1,600* (over OM)	097—4.56 (From OM)	T-dn	300-1.0	300-1.0	Within 10.14 miles (over LMM), climb to 1,500′ on course of 097° within 10 miles of LMM, then make climbing right turn to heading of 230° proceeding to S course Portland LFR at 3,000′. *If OM not received visually and aurally, maintain 1,600′ to LMM, then climb to 3,000′ on S course Portland LFR. CAUTION: 633′ msl radio tower located 1¾ miles SE of OM.
	Willamette FM	330—22.0	3,000				C-d	600-1.0	600-1.5	
	Woodland FM	176—22.0	3,000				C-n	600-1.0	700-1.5	
							S-dn	600-1.0	600-1.0	
							10 A-dn	800-2.0	800-2.0	
QUINCY, ILL. Baldwin-Quincy Airport, 769′. BMH 293 kc, UIN Procedure No. 1	Quincy VOR	020—3.0	1,800	S side course: 214 outbound. 034 inbound. 1,800′ within 25 miles.	1,300	034—4.4	T-dn	300-1.0	300-1.0	Within 4.4 miles, climb to 1,900′ on course of 034 within 25 miles of Rbn, or as directed by ATC. CAUTION: 1,560′ msl tower approximately 6.5 miles WNW of airport. NOTE: Rbn must be monitored continuously during approach.
							C-dn	500-1.0	500-1.5	
							S-dn	500-1.0	500-1.0	
							3 A-dn	800-2.0	800-2.0	
RALEIGH, N. C. Raleigh-Durham Airport, 435′. LOM 281 kc, RD Procedure No. 1	Raleigh LFR	263—8.0	2,000	S side course: 229 outbound. 049 inbound. 1,500′ within 25 miles.	1,400	049—4.43	T-dn	300-1.0	300-1.0	Within 4.43 miles, climb to 1,800′ on course of 049° within 25 miles of LOM, or when directed by ATC, climb to 2,000′ on course of 299° from Raleigh LFR within 25 miles.
							C-dn	500-1.0	500-1.5	
							S-dn	500-1.0	500-1.0	
							5 A-dn	800-2.0	800-2.0	
READING, PA. General Spaatz Airport, 343′. LOM 230 kc, RD Procedure No. 1	Int. SW course Allentown LFR and 181° brg to LOM.	181—4.0	2,500	E side course: 181 outbound. 001 inbound. 2,100′ within 10 miles (NA beyond 10 miles).	2,100	001—4.5	T-dn*	300-1.0	300-1.0	Within 4.5 miles, climb to 2,500′ on course of 001° within 10 miles. *Take-offs on runways 18 and 13, make right turn as soon as practicable to avoid 1,270′ mountain and tower located 3.6 miles SE of airport.
							C-dn	1,000-2.0	1,000-2.0	
							A-dn	1,000-2.0 (BCOB)	1,000-2.0 (BCOB)	
RICHMOND, VA. Byrd Field, 167′. LOM 219 kc, RI Procedure No. 1	Richmond LFR	263—3.1	1,500	S side course: 243 outbound. 063 inbound. 1,400′ within 25 miles.	900	063—4.36	T-dn	300-1.0	300-1.0	Within 4.36 miles, climb to 1,500′ on course of 063° within 10 miles of LOM, or when directed by ATC, make a left climbing turn, climb to 1,500′ on N course of Richmond LFR.
	Chester FM	021—7.5	1,500				C-dn	500-1.0	500-1.5	
	Manakin Rbn	130—20.0	1,700				S-dn	500-1.0	500-1.0	
							6 A-dn	1,000-2.0 (BCOB)	1,000-2.0 (BCOB)	
SACRAMENTO, CALIF. Sacramento Airport, 21′ LOM, 356 kc SA Procedure No. 1	Sacramento LFR	187—3.0	1,200	S side course: 196 outbound. 016 inbound. 1,200′ within 7.5 miles* (NA beyond 7.5 miles).	1,000	016—4.6	T-dn	300-1.0	300-1.0	Within 4.6 miles, climb to 2,500′ on course of 022° within 20 miles of LOM, or as directed by ATC. *Procedure turn beyond Clarksburg FM not authorized.
	Galt Int	298—16.2	1,200				C-dn	500-1.0	600-1.5	
	Rio Int	019—23.2	1,200				S-dn	500-1.0	500-1.0	
	Clarksburg FM (final)	022—7.5	1,000				2 A-dn	800-2.0	800-2.0	
	Travis LFR	043—19.0	1,200							

AUTOMATIC DIRECTION FINDING PROCEDURES—Continued

City and State; airport name, elevation; class of facility; frequency; identification procedure No.	Initial approach to facility: From—	Course and distance	Minimum altitude (ft.)	Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance facility to airport	Ceiling and visibility minimums: Condition	Type aircraft: 75 m. p. h. or less	Type aircraft: More than 75 m. p. h.	If visual contact not established at authorized landing minimums after passing facility within distance specified below, or if landing not accomplished; remarks
SAGINAW, MICH. Tri-City Airport, 667′ BMH-TV 212 kc, SGW Procedure No. 1	----------	----------	----------	W side course: 350 outbound. 170 inbound. 2,000′ within 25 miles.	1,160	At airport	T-dn C-dn A-dn	300-1.0 500-1.0 1,000-2.0 (BCOB)	300-1.0 500-1.5 1,000-2.0 (BCOB)	Within 0.0 mile, climb to 2,000′ on course of 170° within 25 miles of Rbn. CAUTION: (1) Rbn must be monitored continuously during an ADF approach. (2) 900′ msl radio tower, 3.5 miles, 170° from airport. (3) 780′ msl elevator, 2.5 miles W of airport.
ST. LOUIS, MO. Lambert-St. Louis Airport, 558′ LOM 219 kc, ST Procedure No. 1	Int. NW course Scott LFR and E course St. Louis LFR. (Woodriver Int.).	255—9.0	1,900	N side course: 058 outbound. 238 inbound. 1,900′ within 25 miles.	*1,300	238—4.84	T-dn C-dn S-dn 24 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 4.84 miles, climb to 2,000′ on course of 238° within 25 miles of LOM, or as directed by ATC. *773′ msl tank located 0.4 mile E of LFR station. Do not descend below 1,100′ until after passing abeam LFR station.
	St. Louis LFR	048—2.0	1,900							
	St. Louis VOR	110—12.0	1,900							
	Int. NW course Scott LFR and N course St. Louis LFR. (Jerseyville Int.).	169—22.0	1,900							
ST. PETERSBURG, FLA. Pinellas County International Airport, 10′ SBRAZ-DTV (Tampa LFR) 388 kc, TPA Procedure No. 1	Ruskin FM (final)	315—9.0	700	E side course: 135 outbound. 315 inbound. 1,200′ within 25 miles.	700	*275—11.6	T-dn C-dn A-dn	300-1.0 700-2.0 1,000-2.0	300-1.0 700-2.0 1,000-2.0	Within 0.0 mile, climb to 1,300′ on course of 355° within 25 miles of LFR, or as directed by ATC. *CAUTION: 505′ msl radio tower located 1.5 miles S of final approach course between Tampa LFR and airport.
Procedure No. 2	----------	----------	----------	N side course: 055 outbound. 235 inbound. 1,500′ within 25 miles.	700	*275—11.6	T-dn C-dn A-dn	300-1.0 700-2.0 1,000-2.0	300-1.0 700-2.0 1,000-2.0	Within 0.0 mile, climb to 1,500′ on course of 210° within 25 miles of LFR, or as directed by ATC. *CAUTION: 505′ msl radio tower located 1.5 miles S of final approach course between Tampa LFR and airport.
SAN ANTONIO, TEX. San Antonio Airport, 800′ LOM 219 kc, SA Procedure No. 1	Kelly LFR	039—8.8	2,200	W side course:* 211 outbound. 031 inbound. 2,200′ within 10 miles (NA beyond 10 miles).	2,040	031—4.38	T-dn C-dn S-dn 3 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 4.38 miles, climb to 2,500′ on course of 031° within 25 miles of LOM, or as directed by ATC *Procedure turn W side course due to ATC.
	San Antonio LFR	194—7.5	2,200							
	Int. NW course Kelly LFR and W course San Antonio LFR.	103—21.0	2,500							
	Int. SE course Kelly LFR and S course San Antonio LFR.	345—18.0	2,200							
SAN FRANCISCO, CALIF. San Francisco Airport 11′ LOM 350 kc, SF Procedure No. 1	Moffett LFR	297—18.0	1,700	S side course: 101 outbound. 281 inbound. 2,000′ within 10 miles (NA beyond 10 miles).	1,660	281—6.4	T-dn C-dn S-dn 28L/R A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 600-1.5 500-1.0 800-2.0	Within 6.4 miles, climb to 3,000′ on course of 285° within 25 miles of LOM, or as directed by ATC. CAUTION: High terrain SW of airport.
	San Francisco LFR	089—3.5	2,000							
	Oakland LFR	175—12.0	3,000							
	San Francisco VOR	288—20.0	1,700							
	Oakland VOR	167—11.0	3,000							
	Saratoga Int	333—24.0	5,000							
	Half Moon Bay Int	034—12.0	3,500							
	Newark FM and Rbn	253—12.0	3,000							
SANTA FE, N. MEX. Santa Fe Airport (New) 6,344′ BMH-DTV 206 kc, SAF Procedure No. 1	----------	----------	----------	S side course: 237 outbound. 057 inbound. 8,200′ within 15 miles (NA beyond 15 miles).	7,700	At airport	T-d T-n* C-d C-n* A-dn	1,000-1.0 1,000-2.0 1,400-1.0 1,400-2.0 2,000-2.0 (BCOB)	1,000-1.0 1,000-2.0 1,400-1.5 1,400-2.0 2,000-2.0 (BCOB)	Within 0.0 mile, immediately turn right and climb to 8,200′ on course of 237° within 15 miles of Rbn. SHUTTLE: to 8,200′ on course of 237° outbound, 057° inbound, within 15 miles. *Night take-offs on Runway 28 and night landings on Runway 10 not authorized.

AUTOMATIC DIRECTION FINDING PROCEDURES—Continued

City and State; airport name, elevation; class of facility; frequency; identification procedure No.	Initial approach to facility: From—	Initial approach to facility: Course and distance	Initial approach to facility: Minimum altitude (ft.)	Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance facility to airport	Ceiling and visibility minimums: Condition	Ceiling and visibility minimums: Type aircraft: 75 m. p. h. or less	Ceiling and visibility minimums: Type aircraft: More than 75 m. p. h.	If visual contact not established at authorized landing minimums after passing facility within distance specified below, or if landing not accomplished; remarks
SARASOTA, FLA. Sarasota-Bradenton Airport, 24′ MH 263 kc, SRQ Procedure No. 1	----------	----------	----------	W side course: 320 outbound. 140 inbound. 1,300′ within 25 miles.	520	At airport	T-dn C-dn A-dn	300-1.0 500-2.0 1,000-2.0 (BCOB)	300-1.0 500-1.5 1,000-2.0 (BCOB)	Within 0.0 miles, climb to 1,300′ on course of 140° within 25 miles of Rbn, or as directed by ATC. NOTE: Rbn operated by Sarasota-Manatee Airport Authority.
SAULT STE. MARIE, MICH. Kinross AFB 799′ LOM 219 kc, IN Procedure No. 1	Int. W crs Sault Ste. Marie LFR and 155° brg to LOM.	155—13.0	2,100	W side course: 335 outbound. 155 inbound. 2,100′ within 25 miles.	1,600	155—6.05	T-dn C-dn S-dn 15 A-dn	300-1.0 *500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 6.05 miles, climb to 2,100′ on course of 155° within 25 miles of LOM. *Pending completion of lighting. NOTE: (1) LOM must be monitored continuously during approach. (2) LMM located 0.67 miles from runway-frequency 291 kc, identification NR.
	Int. S crs Sault Ste. Marie LFR and 335° brg to LOM.	335—9.0	2,100							
	Sault Ste. Marie LFR	236—13.0	2,100							
SIOUX CITY, IOWA Sioux City Airport, 1,097′ LOM 284 kc, SU Procedure No. 1	Sloan FM	351—7.0	2,400	E side course: 126 outbound. 306 inbound. 2,400′ within 25 miles.	2,400	306—4.58	T-dn C-dn S-dn 31 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 600-1.5 500-1.0 800-2.0	Within 4.58 miles, climb to 2,700′ on course of 306° within 25 miles of LOM, or as directed by ATC. CAUTION: 1,318′ terrain, 1.5 miles ENE of airport.
	Sioux City VOR	057—1.0	2,400							
	Sioux City LFR	113—3.0	2,400							
SPRINGFIELD, OHIO Springfield Airport, 1,049′ MHW 341 kc, SGH Procedure No. 1	Int. NE course Cincinnati LFR and W course Columbus LFR.	254—27.4	2,300	N side course: 059 outbound. 239 inbound. 2,300′ within 25 miles.	1,800	239—3.1	T-dn* C-dn* S-dn* 23 A-dn*	300-1.0 500-1.0 500-1.0 1,000-2.0 (BCOB)	300-1.0 500-1.5 500-1.0 1,000-2.0 (BCOB)	Within 3.1 miles, make left turn and return to Rbn climbing to 2,300′. *Night operations not authorized unless prior arrangements are made for control of airport lights. NOTE: Wright-Patterson tower controls all instrument approaches into Springfield.
	Wright-Patterson LFR	068—17.4	2,300							
	Dayton LFR	094—27.0	2,300							
	Dayton VOR	104—23.5	2,300							
	Int. NE course Cincinnati LFR and E course Wright-Patterson LFR.	306—13.3	2,300							
	Int. NE course Wright-Patterson LFR and W course Columbus LFR.	146—11.3	2,300							
SYRACUSE, N. Y. Hancock Airport, 419′ LOM 221 kc, SY Procedure No. 2 (Procedure No. 1 not published.)	Syracuse LFR	099—13.0	1,900	N side course: 098 outbound. 278 inbound. 1,600′ within 25 miles.	1,100	278—4.4	T-dn C-dn S-dn 28 A-dn	300-1.0 700-1.0 700-1.0 1,000-2.0 (BCOB)	300-1.0 700-1.5 700-1.0 1,000-2.0 (BCOB)	Within 4.4 miles, climb to 2,000′ on course of 278° within 25 miles of LOM. #600-1 required for take-off to SE. CAUTION: 833′ msl radio tower located 1¼ miles SE of airport.
	Syracuse VOR	121—10.0	1,900							
	Int. E course Syracuse LFR	335—3.0	1,900							
TAMPA, FLA. International Airport, 26′ LOM 251 kc, TP Procedure No. 1	Tampa LFR	348—12.0	1,500	W side course: 360 outbound. 180 inbound. 1,200′ within 25 miles.	600	180—4.7	T-dn C-dn S-dn 18 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 4.7 miles, climb to 1,300′ on course of 180° within 25 miles of LOM, or as directed by ATC.
	Tampa VOR	053—17.0	1,300							
	North Tampa FM	186—7.0	1,500							
TOLEDO, OHIO Toledo Airport, 622′ MHW (Genoa Rbn) 219 kc, GNO Procedure No. 1	Toledo LFR	006—5.0	1,800	E side course: 136 outbound. 316 inbound. 1,800′ within 15 miles. 1,900 within 25 miles.	1,280	316—4.2	T-dn C-d C-n S-dn 32 A-dn	300-1.0 500-1.0 500-1.5 500-1.0 800-2.0	300-1.0 500-1.5 500-1.5 500-1.5 800-2.0	Within 4.2 miles, climb to 2,100′ on course of 316° within 25 miles of Rbn, or as directed by ATC.
	Int. E course Toledo LFR and 316° brg to Rbn (final).	316—7.0	1,280							
	Int. N course Toledo LFR and 136° brg to Rbn.	136—5.0	1,800							
VALDOSTA, GA. Valdosta Airport, 203′ BMH-TV 224 kc, VLD Procedure No. 1	Int. 265° brg to Tallahassee LFR and 360° brg to Rbn.	360—22.0	1,300	W side course: 180 outbound. 360 inbound. 1,300′ within 25 miles.	720	At airport	T-dn C-dn A-dn	300-1.0 500-1.0 1,000-2.0 (BCOB)	300-1.0 500-1.5 1,000-2.0 (BCOB)	Within 0.0 mile, make immediate left turn and climb to 1,500′ on course of 315° within 25 miles of Rbn, or as directed by ATC.
VERO BEACH, FLA. Vero Beach Airport, 25′ BMH-TV 359 kc, VRB Procedure No. 1	----------	----------	----------	S side course: 290 outbound. 110 inbound. 1,200′ within 25 miles.	520	At airport	T-dn C-dn A-dn	300-1.0 500-1.0 1,000-2.0 (BCOB)	300-1.0 500-1.5 1,000-2.0 (BCOB)	Within 0.0 mile, climb to 1,200′ on course of 110° within 25 miles of Rbn, or as directed by ATC.

AUTOMATIC DIRECTION FINDING PROCEDURES—Continued

City and State; airport name, elevation; class of facility; frequency; identification procedure No.	Initial approach to facility: From—	Course and distance	Minimum altitude (ft.)	Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance facility to airport	Ceiling and visibility minimums: Condition	Type aircraft: 75 m. p. h. or less	Type aircraft: More than 75 m. p. h.	If visual contact not established at authorized landing minimums after passing facility within distance specified below, or if landing not accomplished; remarks
WHEELING, W. VA. Ohio County Airport, 1195′ LOM 275 kc, HL Procedure No. 1	Int. W crs Pittsburgh LFR and 214° brg to LOM.	214—13.0	2,600	E side course: 210 outbound. 030 inbound. 2,600′ within 25 miles.	2,100	030—4.6	T-dn C-dn S-dn 3 A-dn	300-1.0 600-1.0 500-1.0 1,000-2.0 (BCOB)	300-1.0 700-1.5 500-1.0 1,000-2.0 (BCOB)	Within 4.6 miles, make a climbing left turn, return to LOM climbing to 2,600′, or as directed by ATC. NOTE: Night operations not authorized on Runway 9/27. Take-offs on Runway 9 not authorized.
	Int. NE crs Parkersburg VAR and 065° to LOM.	065—11.0	2,600							
	Int. W crs Pittsburgh LFR and 180° brg to LOM.	180—10.0	2,600							
WILMINGTON, DEL. New Castle County Airport 79′ LOM 400 kc, IL Procedure No. 1	Wilmington LFR	189—3.6	1,500	E side course: 194 outbound. 014 inbound. 1,500′ within 25 miles.	1,000	014—6.0	T-dn C-dn S-dn 1 A-dn	300-1.0 500-1.0 500-1.0 1,000-2.0 (BCOB)	300-1.0 500-1.5 500-1.0 1,000-2.0 (BCOB)	Within 6.0 miles, make a climbing left turn and climb to 1,500′ on course of 194° within 25 miles of LOM. CAUTION: Turn left as soon as practicable to avoid holding pattern at Philadelphia LOM. Maintain 1,500′ until S of Wilmington LFR.
	Int. S crs Wilmington LFR and SW crs Millville LFR (via S crs Wilmington LFR).	019—30.0	1,500							
WILMINGTON, N. C. New Hanover County Airport, 31′ 368 kc, IMN BMH-TV Procedure No. 1	Wilmington VAR	198—5.0	1,200	W side course: 341 outbound. 161 inbound. 1,200′ within 25 miles.	530	At airport	T-dn C-dn A-dn	300-1.0 500-1.0 800-2.0	300-1.0 500-1.5 800-2.0	Within 0.0 mile, climb to 1,200′ on course of 161° within 15 miles.
	Bald Head Rbn	014—28.0	1,200							
WINDSOR LOCKS, CONN. Bradley Field, 173′. LOM 239 kc, BD Procedure No. 1	Int. NW course Hartford LFR and S course Westfield LFR.	057—3.5	2,500	S side course: 237 outbound. 057 inbound. 2,200′ within 25 miles.	1,740	057—5.5	T-dn C-dn S-dn 6 A-dn	300-1.0 500-1.0 500-1.0 1,000-2.0 (BCOB)	300-1.0 500-1.0 500-1.0 1,000-2.0 (BCOB)	Within 5.5 miles, climb to 2,500′ on course of 057° within 15 miles of LOM, or when directed by ATC, make a climbing right turn as soon as practicable; return to LOM at 2,500′. NOTE: Standard clearance not provided over ridge approximately 1 mile N of LOM.
	Int. E course Westfield LFR and 237° brg to LOM.	237—19.0	2,500							
WINSTON-SALEM, N. C. Smith Reynolds Airport 969′ LOM 317 kc, IN Procedure No. 2 (Procedure No. 1 not published.)	Greensboro LFR	261—14.0	2,400	W side course: 148 outbound. 328 inbound. 2,300′ within 25 miles.	2,000	328—4.5	T-dn C-dn S-dn 33 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 600-1.5 500-1.0 800-2.0	Within 4.5 miles, climb to 3,500′ on course of 328° within 25 miles of LOM, or when directed by ATC, turn left, climb to 2,400′ on course of 238° from LOM within 25 miles. CAUTION: 1,307′ msl building 2.3 miles SSW of airport.
	Winston-Salem LFR	328—0.6	2,400							
	Greensboro LOM	240—10.3	2,400							
	High Point FM (final)	328—11.4	2,000							
	Walburg Int. (final)	328—5.4	2,000							
WORCESTER, MASS. Worcester Airport, 1,009′ LOM 254 kc, OR Procedure No. 1	Int. W course Boston LFR and NE course Hartford LFR.	248—28.0	2,400	N side course: 152 outbound. 332 inbound. 2,000 within 10 miles (NA beyond 10 miles).	1,500*	332—4.6	T-dn C-dn A-dn	300-1.0 500-1.0 1,000-2.0 (BCOB)	300-1.0 600-1.5 1,000-2.0 (BCOB)	Within 4.6 miles, make a standard rate climbing turn to left, climb to 2,400′ on course of 152° within 10 miles of LOM. *Descent must be discontinued at altitude of authorized landing minimums.
	Int. E course Westfield LFR and NE course Hartford LFR.	064—24.0	2,400							
ZANESVILLE, OHIO Zanesville Airport, 899′ BMH-TV 263 kc, ZZV Procedure No. 1	Int. 280° brg to Columbus VOR and 180° brg to Rbn.	180-3.0	2,200	E side course: 212 outbound. 032 inbound. 2,200′ within 25 miles	1,660	032—2.7	T-dn C-dn A-dn	300-1.0 500-1.0 1,000-2.0 (BCOB)	300-1.0 500-1.5 1,000-2.0 (BCOB)	Within 2.7 miles, make right climbing turn to 2,200′ and return to Rbn, or as directed by ATC. NOTE: Rbn must be monitored continuously during approach.
	Int. E course Columbus LFR and 180° brg to Rbn.	180-12.0	2,200							
	Int. 265° brg to Columbus VOR and 180° brg to Rbn.	180-15.0	1,200							

4. The instrument landing system procedures prescribed in § 609.11 are amended to read in part:

INSTRUMENT LANDING SYSTEM PROCEDURE

When an ILS instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

City and State; airport name; elevation; Localizer: frequency and identification; LMM: frequency and identification; LOM: frequency and identification; procedure No.	Transition to ILS				Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude at glide slope interception inbound (ft.)	Altitude of glide slope and distance to approach end of runway		Ceiling and visibility minimums			If visual contact not established upon descent to authorized landing minimums, or if landing not accomplished, remarks
	From—	To—	Course and distance	Minimum altitude (ft.)			At outer marker:	At middle marker:	Conditions	Type of aircraft: 75 m. p. h. or less	Type of aircraft: More than 75 m. p. h.	
AKRON, OHIO Akron-Canton Airport, 1228′ 109.5 mc, CAK LMM: None LOM: 236 kc, CA Procedure No. 1	Bergholz Rbn	Outer marker	314-33.0	2,500	E side S course 186 outbound. 006 inbound. 2,500′ within 5 miles of LOM.	2,400	2,340—4.31	1,430—0.78	T-dn C-dn S-dn 36 A-dn	300-1.0 500-1.0 400-3/4 800-2.0	300-1.0 500-1.5 400-3/4 800-2.0	Climb to 2,500′ on course of 045° to SE course of Akron LFR or when directed by ATC, (1) make right turn, climbing to 2,500′ and proceed to LOM, (2) climb to 2,500′ and proceed direct to Akron LFR (3) climb to 2,500′ on N course of ILS and proceed to the intersection of the SE or NE course of Akron LFR, (4) make right turn, climbing to 2,500′ on course of 090° to the SE course of Akron LFR, (5) make left turn, climbing to 2,500′ on course of 270° to the SW course of Akron LFR.
	Akron LFR	Outer marker	176-13.0	2,500								
	Int. SE course Akron LFR and 270° bearing to LOM.	Outer marker	270-18.0	2,500								
	Int. SW course Akron LFR and 090° bearing to LOM.	Outer marker	090-14.0	2,500								
	Int. SE course Akron LFR and N course ILS.	Outer marker	186-11.0	2,500								
Procedure No. 2	LOM	Lakemore Int.*	006—11.4	2,500	E side N course: 006 outbound. 186 inbound. 2,500′ within 25 miles of Lakemore Int.	2,500 (over Lakemore Int.)		5.8 (from Lakemore Int.)	T-dn C-dn S-dn 18 A-dn	300-1.0 500-1.0 400-1.0 800-2.0	300-1.0 500-1.5 400-1.0 800-2.0	Climb to 2,500′ on S course ILS to LOM, or as directed by ATC. *Fix formed by the intersection of SE course of Akron LFR and N course Akron-Canton ILS localizer.
	Int. NE course Akron LFR and N course ILS (final).	Lakemore Int.	186—4.3	1,980								
	Int. E course Wellington VAR and N course ILS (final).	Lakemore Int.	186—5.8	1,980								
	Int. 075° bearing to Youngstown VOR and N course ILS (final).	Lakemore Int.	186—7.3	1,980								
	Int. 056° bearing to Youngstown VOR and S course ILS.	Lakemore Int.	006—10.6	2,500								
	Int. 323° bearing to Cleveland VOR and N course ILS.	Lakemore Int.	006—2.4	2,500								
	Int. 300° bearing to Cleveland VOR and N course ILS.	Lakemore Int.	186—15.8	2,500								
	Int. 281° bearing to Cleveland VOR and N course ILS.	Lakemore Int.	186—26.5	2,500								
	Int. E course Cleveland LFR and N course ILS.	Lakemore Int.	186—25.0	2,500								
ALBUQUERQUE, N. MEX. Kirtland Field, 5,330′ 110.3 mc, ABQ LMM; None LOM; 219 kc, AB Procedure No. 1	Albuquerque LFR	LOM	162—1.5	7,000	W side S course# 169 outbound. 349 inbound. 7,000′ within 5 miles of LOM.	6,400	6,400—4.32	5,530—0.66	T-dn C-dn S-dn 35 A-dn	300-1.0 500-1.0 400-3/4 800-2.0	300-1.0 500-1.5 400-3/4 800-2.0	Turn left to 325°, climb to 8,000′ on N course Albuquerque LFR, or on course of 010° from Albuquerque VOR, or as directed by ATC. #CAUTION; Terrain exceeding 8,000′ in E sectors of ILS and LFR. All turns to be made on W side of course.
	Peralta FM	LOM	349—11.0	6,400								
	Albuquerque VOR	LOM	104—12.0	7,000								

INSTRUMENT LANDING SYSTEM PROCEDURES—Continued

City and State; airport name; elevation; Localizer: frequency and identification; LMM: frequency and identification; LOM: frequency and identification; procedure No.	Transition to ILS				Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude at glide slope interception inbound (ft.)	Altitude of glide slope and distance to approach end of runway		Ceiling and visibility minimums			If visual contact not established upon descent to authorized landing minimums, or if landing not accomplished, remarks
	From—	To—	Course and distance	Minimum altitude (ft.)			At outer marker:	At middle marker:	Conditions	Type of aircraft: 75 m. p. h. or less	Type of aircraft: More than 75 m. p. h.	
AMARILLO, TEX. Amarillo Air Terminal, 3,604′ 110.3 mc, AMA LMM; None LOM; 219 kc, AM Procedure No. 1	Amarillo LF Rng	SW course ILS.	179—3.4	5,000	S side SW course 209 outbound. 029 inbound. 5,000′ within 5 miles of LOM.	5,000	4,920—4.68	3,832—0.64	T-dn C-dn S-dn 3 A-dn	300-1.0 500-1.0 400-3/4 800-2.0	300-1.0 500-1.5 400-3/4 800-2.0	Climb to 4,900′ on course of 029° within 25 miles, or when directed by ATC, turn right and climb to 4,700′ on E course of Amarillo LFR.
	Amarillo VOR	Outer marker	209—10.5	5,000								
	Amarillo FM	SW course ILS.	257—2.5	5,000								
	Int. SW course ILS and S course Amarillo LFR.	Outer marker	209—0.8	5,000								
	Soncy FM	Outer marker	097—11.0	5,000								
ARCATA, CALIF. Arcata Airport, 217′ 109.5 mc, ACV LMM: 233kc, CV LOM: 257 kc, AC Procedure No. 1	Arcata LFR	020° bearing on LOM.	150—5.5	2,000	(No procedure turn authorized). Final approach course: 132 outbound. 312 inbound.	1,700	1,550—4.67	450—0.66	T-dn C-dn S-dn 31 A-dn	300-1.0 500-2.0 400-3/4 1,000-2.0	300-1.0 500-2.0 400-3/4 1,000-2.0	Make left turn, climb 2,000′ on W course of Arcata LFR, or as directed by ATC. #Transition to ILS direct from VOR not authorized.
	020° bearing on LOM	350° bearing on LOM.	040—2.0	2.000								
	350° bearing on LOM	ILS localizer course (312°).	350—1.0	1,700								
	Fortuna VOR	Arcata LFR#	359—19.0	2,000								
ATLANTA, GA. Atlanta Airport, 1024′ 109.9 mc, ATL LMM: 201 kc, TL LOM: 219 kc, AT Procedure No. 1	Atlanta LFR	Outer marker	284—6.9	2,500	S side W course: 268 outbound. 088 inbound. 2,450′ within 5 miles of LOM.	2,450	2,450—4.70	1,320—0.62	T-dn C-dn S-dn 9R A-dn	300-1.0 500-1.0 400-3/4 800-2.0	300-1.0 500-1.5 400-3/4 800-2.0	Turn right, climb to 2,000′ on SE course of Atlanta LFR and proceed to Walnut Int., or as directed by ATC.
	Campbellton LFR	Outer marker	094—8.8	2,500								
	Int. E crs ILS and NE crs Atlanta LFR.	Outer marker	268—9.5	2,500								
	Madras FM	Outer marker	033—19.0	2,500								
	Walnut Int	Outer marker	311—20.3	2,500								
	Atlanta NAS LFR	Outer marker	208—18.0	3,000								
	Smyrna FM	Outer marker	171—18.0	2,500								
Procedure No. 2—Using back course ILS localizer.	Atlanta LFR	Int. E. course ILS and NE course Atlanta LFR.	055—3.5	2,300	S side E course: 088 outbound. 268 inbound. 2,300′ within 5 miles of Int. E course ILS and NE course Atlanta LFR.	1,800 (over Int. E crs ILS and NE crs Atlanta LFR)	3.5 (from Int. E crs ILS and NE crs Atlanta LFR)	----------	T-dn C-dn S-dn 27L A-dn	300-1.0 500-1.0 400-1.0 800-2.0	300-1.0 500-1.5 400-1.0 800-2.0	Turn left, proceed to Walnut Int. and climb to 2,000′, or when directed by ATC, proceed to ILS outer marker and climb to 2,300′.
	Campbellton LFR	Int. E. course ILS and NE course Atlanta LFR.	091—19.0	2,300								
	Walnut Int	Int. E course ILS and NE course Atlanta LFR.	338—15.0	2,300								
	Atlanta NAS LFR	Int. E course ILS and NE course Atlanta LFR.	176—15.0	3,000								
	Madras FM	Int. E course ILS and NE course Atlanta LFR.	050—26.0	2,300								
	Smyrna FM	Int. E course ILS and NE course Atlanta LFR.	144—21.7	3,000								
	ILS outer marker	Int. E course ILS and NE course Atlanta LFR.	088—9.5	2,400								
	Int. E course ILS and N course Atlanta VAR.	Int. E course ILS and NE course Atlanta LFR.	268—7.0	1,800 (final)								

INSTRUMENT LANDING SYSTEM PROCEDURES—Continued

City and State; airport name; elevation; Localizer: frequency and identification; LMM: frequency and identification; LOM: frequency and identification; procedure No.	Transition to ILS				Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude at glide slope interception inbound (ft.)	Altitude of glide slope and distance to approach end of runway		Ceiling and visibility minimums			If visual contact not established upon descent to authorized landing minimums, or if landing not accomplished, remarks
	From—	To—	Course and distance	Minimum altitude (ft.)			At outer marker:	At middle marker:	Conditions	Type of aircraft: 75 m. p. h. or less	Type of aircraft: More than 75 m. p. h.	
AUGUSTA, GA. Bush Field, 142[1] 109.9 mc, AGS LMM: 221 kc, GS LOM: 233 kc, AG Procedure No. 1	Augusta LFR	Outer marker	146—13.0	1,400	W side S course*: 168 outbound 348 inbound 1,300′ within 5 miles of LOM.	(**)—1,300 (Alt. over OM on final approach).	(**)—5.00	(**)—3.65	T-dn C-dn S-dn 35 A-dn	300-1.0 600-2.0 400-1.0 800-2.0	300-1.0 600-2.0 400-1.0 800-2.0	Climb to 2000′ on course of 348° and proceed to Augusta LFR, or as directed by ATC. *Procedure turn W to avoid prohibited area to E. **No glide slope available.
	Augusta VOR Int. NE course Augusta LFR and N course ILS.	Outer marker Outer marker	148—21.0 168—13.0	1,800 1,600								
	Int. S course Augusta LFR and NW course Savannah LFR.	Outer marker	001—34.0	1,400								
AUSTIN, TEX. Mueller Airport, 631′ 109.5 mc, AVS LMM; None LOM; 404 kc, AV Procedure No. 1	Austin VOR	LOM	149—11.0	2,000	E side SE course; 125 outbound. 305 inbound. 2,000′ within 5 miles of LOM.	*2,000	2,120—6.12	820—0.69	T-dn C-dn S-dn 30L A-dn	300-1.0 500-1.0 400-3/4 800-2.0	300-1.0 500-1.5 400-3/4 800-2.0	Climb to 2,500′ on NW course of ILS within 25 miles, or as directed by ATC. *Will intercept glide slope 0.5 mile after passing outer marker.
	Austin LFR	NW course ILS.	118—1.5	1,900								
	Smithville Rbn	SE course ILS.	295—29.0	1,900								
BAKERSFIELD, CALIF. Bakersfield-Kern County Airport No. 1, 515′. 109.9 mc, BFL LLM; 227 kc, FL LOM; None Procedure No. 1	Bakersfield LFR	SE course ILS.	141—1.5	2,000	S side SE course; 120 outbound. 300 inbound. 1,820′ within 10 miles of OM (NA beyond 10 miles).	1,820	1,820—4.71	690—0.62	T-dn C-dn S-dn 30 A-dn	300-1.0 700-2.0 400-1.0 800-2.0	300-1.0 700-2.0 400-1.0 800-2.0	Climb to 3,000′ on NW course of Bakersfield LFR, or on course of 320° from VOR within 25 miles, or as directed by ATC. NOTE; Take-offs or landings on runway 7/25 not authorized.
	Bakersfield VOR	SE course ILS.	131—4.5	2,000								
BALTIMORE, MD. Friendship International Airport, 146′ 110.3 mc, BAL LMM: None LOM: 201 kc, BA Procedure No. 1	Int. NE crs Washington LFR and W crs Baltimore LFR.	LOM	221—5.0	1,500	S side W course: 281 outbound. 101 inbound. 1,500′ within 10 mile of LOM (NA beyond 10 miles).	1,500	1,260—4.40	335—0.71	T-dn C-dn S-dn 10 A-dn	300-1.0 500-1.0 400-3/4 800-2.0	300-1.0 500-1.5 400-3/4 800-2.0	Climb to 1,500′ (or at a higher altitude when requested by ATC) on E course ILS.
	Int. W crs ILS and NE crs Arcola LFR.	LOM	102—23.0	1,700								
	Int. NE crs Arcola LFR and W crs Baltimore LFR.	W crs ILS	130—15.0	1,800								
	Beltsville FM	LOM	030—11.0	1,500								
BATON ROUGE, LA. Harding Field, 70′ 110.3 mc, BTR LMM: 236 kc, TR LOM: 284 kc, BT Procedure No. 1	Int. SE crs ILS and 120° brg to New Orleans VOR.	LOM	306—20.0	1,400	W side NW course: 306 outbound. 126 inbound. 1,300′ within 5 miles of LOM.	1,300	1,300—4.38	291—062	T-dn C-dn S-dn# 13 A-dn	300-1.0 500-1.0 400-3/4 800-2.0	300-1.0 500-1.5 400-3/4 800-2.0	Climb to 1,400′ on SE course of ILS within 25 miles, or when directed by ATC, turn left, climb to 1,400′ on NE course of Baton Rouge LFR within 25 miles, or turn left and climb to 1,400′ on course of 075° from Baton Rouge VOR within 25 miles. #500-1 required when glide slope not utilized.
	Baton Rouge VOR	LOM	029—8.0	1,300								
	Baton Rouge LFR	LOM	306—1.0	1,300								
	Int. NW crs ILS and 290° brg to Alexandria VOR.	LOM	126—25.0	1,300								
BEDFORD, MASS. Hanscom Field, 135′ 108.3 mc, BED LMM: None LOM: 260 kc, BE Procedure No. 1	Boston LFR	LOM	302—22.0	1,700	N side W course#: 292 outbound. 112 inbound. 1,600′ within 10 miles of LOM (NA beyond 10 miles).	1,600	1,520—4.50	390-0.69	T-dn C-dn S-dn 11 A-dn	300-1.0 500-1.0 400-3/4 800-2.0	300-1.0 500-1.5 400-3/4 800-2.0	Turn left and climb to 1,600′ on W course of ILS within 10 miles. #Procedure turn to N to avoid obstructions to S.
	Int. SW course Boston LFR and N course Providence LFR.	LOM	012—27.0	1,800								
	Int. NE course Chicopee LFR and N course Boston LFR.	LOM	116—33.0	3,000								
	Int. W course Boston LFR and N course 4 Providence LFR.	LOM	310—7.0	1,600								

INSTRUMENT LANDING SYSTEM PROCEDURES—Continued

City and State; airport name; elevation; Localizer: frequency and identification; LMM: frequency and identification; LOM: frequency and identification; procedure No.	Transition to ILS: From—	To—	Course and distance	Minimum altitude (ft.)	Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude at glide slope interception inbound (ft.)	Altitude of glide slope and distance to approach end of runway: At outer marker:	At middle marker:	Ceiling and visibility minimums: Conditions	Type of aircraft: 75 m. p. h. or less	More than 75 m. p. h.	If visual contact not established upon descent to authorized landing minimums, or if landing not accomplished, remarks
BILLINGS, MONT. Billings Airport, 3,612′ 110.3 mc, BIL LOM: 251 kc, BI LOM: 251 kc, BI LMM: 201 kc, IL Procedure No. 1	Billings LFR	E course ILS	073—(*)	5,000	N side E course: # 073 outbound. 253 inbound. 5,000′ within 10 miles of LOM (NA beyond 10 miles due to high terrain).	5,000	4,660—4.30	3,720—0.60	T-dn C-d C-n S-dn 25 A-dn	300-1.0 500-1.0 500-2.0 400-1.0 800-2.0	300-1.0 500-1.5 500-2.0 400-1.0 800-2.0	Climb to 5,500′ on W course Billings LFR within 15 miles or as directed by ATC. *Billings LFR (400 kc) is adjacent to N side of E course ILS. #SHUTTLE: E course ILS between LOM and 10 miles E. All turns N side E course. Minimum altitude 5,000′.
	Nibbe FM	E course ILS	223—17.0	5,000								
	Park City FM	W course ILS	062—10.0	5,500								
	Billings VOR	LOM	074—9.0	5,500								
	Billings FM	LOM	060—8.7	5,500								
BIRMINGHAM, ALA. Birmingham Airport, 643′ 110.3 mc, BHM LMM: 356 kc, HM LOM: 375 kc, BH Procedure No. 1	Birmingham LFR	Outer marker	214—9.0	2,500	N side SW Course:** 232 outbound. 052 inbound. 2,000′ within 10 miles of LOM.	2,000	2,000—5.40	830—0.72	T-dn C-dn* S-dn# 5 A-dn	300-1.0 800-1.0 500-3/4 1,000-2.0	300-1.0 900-1.5 500-3/4 1,000-2.0	Climb to 2,500′ on N course Birmingham LFR, or as directed by ATC. *700-3 authorized for runway 36 all aircraft (except DC-6 and L-49) provided aircraft not maneuvered N or E of airport. **Procedure turn N side to avoid obstructions to S. #600-1 required when either glide slope or slope lights are inoperative.
	Birmingham VOR	Outer marker	213—11.0	2,500								
	Int. SW course Birmingham LFR and SW course ILS.	Outer marker	052—26.0	2,000								
	Int. S course Birmingham LFR and SW course ILS.	Outer marker	232—6.5	2,500								
	Int. E course Birmingham LFR and NE course IL.	Outer marker	232—12.0	2,500								
BOISE, IDAHO Boise Air Terminal, 2,858′ 109.9 mc, BOI LMM: None LOM: 236 kc, BO Procedure No. 1	Boise LFR	Outer marker	256—2.0	4,000	S side NW course: 276 outbound. 096 inbound. 4,000′ within 5 miles of LOM.	3,900	3,900—4.36	3,055—0.69	T-dn C-d C-n S-dn 10L A-dn	300-1.0 600-1.0 600-1.0 400-3/4 800-2.0	300-1.0 600-1.5 700-1.5 400-3/4 800-2.0	Turn right and climb to 4,000′ on, NW course Boise LFR within 10, miles of LFR.
	Int. SE course Boise LFR and NW course ILS.	Outer marker	276—4.5	4,000								
	Eagle FM	NW course ILS (inbound).	140—8.0	4,000								
	Boise VOR	LOM	022—0.5	4,000								
BROWNSVILLE, TEX. Rio Grande Valley International Airport, 22′ 110.3mc, BRO LMM: None LOM: 219 kc, BR Procedure No. 1	Brownsville LFR	LOM	025—2.5	1,200	W side N course: 354 outbound 174 inbound. 1,200′ within 5 miles of LOM.	1,150	1,150—4.34	240—0.66	T-dn C-dn S-dn 17L A-dn	300-1.0 500-1.0 400-3/4 800-2.0	300-1.0 500-1.5 400-3/4 800-2.0	Climb to 1,200′ on S course ILS within 10 miles, or as directed by ATC.
	Los Fresnos FM	N course ILS	100—4.5	1,200								
	Brownsville VOR	LOM	320—4.5	1,200								
	Int. 150° bearing to Brownsville VOR and N course ILS.	LOM	174—2.0	1,200								
BUFFALO, N. Y.: Buffalo Airport, 711′ 110.3 mc, BUF LMM: 201 kc, UF LOM: 219 kc, BU Procedure No. 1	SW course Buffalo LFR	SW course ILS	052—0.0	2,000	N side NE course: 052 outbound. 232 inbound. 1,800′ within 5 miles of LOM.	1,800	1,750—4.20	930—0.66	T-dn C-dn S-dn 23 A-dn	300-1.0 500-1.0 400-3/4 800-2.0	300-1.0 500-1.5 400-3/4 800-2.0	Climb to 2,000′ on SW course ILS, or as directed by ATC.
	Wolcottsville FM	LOM	224—8.0	1,800								
Procedure No. 2—using Back course ILS localizer	SW course Buffalo LFR	SW course ILS.	052—0.0	2,000	S side SW course: 232 outbound. 052 inbound. 2,000′ within 10 miles of Cheektowaga (FM 2,200′ within 25 miles).	1,500 (over Cheektowaga FM)	(*) 2.7 (from Cheektowaga FM)	(*)	T-dn C-dn S-dn 5 A-dn	300-1.0 500-1.0 400-1.0 800-2.0	300-1.0 500-1.5 400-1.0 800-2.0	Climb to 2,000′ on NE course ILS, or as directed by ATC. *Not applicable.
	Angola FM	SW course ILS.	052—0.0	2,000								
	Buffalo VOR	SW course ILS.	264—6.5	2,000								

INSTRUMENT LANDING SYSTEM PROCEDURES—Continued

City and State; airport name; elevation; Localizer: frequency and identification; LMM: frequency and identification; LOM: frequency and identification; procedure No.	Transition to ILS				Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude at glide slope interception inbound (ft.)	Altitude of glide slope and distance to approach end of runway		Ceiling and visibility minimums			If visual contact not established upon descent to authorized landing minimums, or if landing not accomplished, remarks
	From—	To—	Course and distance	Minimum altitude (ft.)			At outer marker:	At middle marker:	Conditions	Type of aircraft: 75 m. p. h. or less	Type of aircraft: More than 75 m. p. h.	
CASPER, WYO. Natrona County Airport, 5,348′ 110.3mc., CPR LMM: 201 kc, PR LOM: 219 kc, CP Procedure No. 1	Casper LFB	LOM	253—14.0	7,800	N side W course*; 254 outbound. 074 inbound. 7,800′ within 15 miles of LOM.	7,800**	6,680—4.49	5,620—0.66	T-dn C-dn S-dn 7 A-dn	300-1.0 500-2.0 400-1.0 800-2.0	300-1.0 500-2.0 400-1.0 800-2.0	Climb to 7,500′ on E course ILS within 25 miles or as directed by ATC. *Procedure turn nonstandard account high terrain S. **Glide slope has moderate to severe roughness above 7,000′ msl.
	Casper VOR	LOM	214—19.0	7,800								
Procedure No. 2—using Back course ILS localizer	Casper LFR	E course ILS	074—0.0	7,000	N side E course: 074 outbound. 254 inbound. 7,000′ within 25 miles of Casper LFR.	(**) 6,500—7.7 (over and from Casper LFR)	(**)	(**)	T-dn C-dn S-d* S-n* 25 A-dn	300-1.0 500-2.0 400-1.0 400-1.5 800-2.0	300-1.0 500-2.0 400-1.5 400-2.0 800-2.0	Turn right, climb to 7,500′ on N course Casper LRF, or as directed by ATC. *Landing minimums less than 500-2 authorized only when ILS LMM operating and utilized. **Not applicable. CAUTION: 5,900′ msl terrain, 5 miles S, SW and W of airport.
	Casper VOR	E course ILS	153—13.0	7,000								
	Parkerton FM	E course ILS	266—3.0	6,500								
CHARLESTON, S. C. Charleston Airport, 45′ 110.3 mc, CHS LMM: 201 kc, HS LOM: 251 kc, CH Procedure No. 1	Int N course Charleston LFR and NW course ILS.	LOM	328	1,200	W side NW course: 328 outbound. 148 inbound. 1,200′ within 5 miles of LOM.	1,200	1,100-0.64	245-0.64	T-dn C-dn S-dn 15 A-dn	300-1.0 500-1.0 400-3/4 800-2.0	300-1.0 500-1.5 400-3/4 800-2.0	Climb to 1,500′ on E course of Charleston LFR, directed by ATC. NOTE: Back course ILS localizer not usable.
	Charleston LFR	LOM	001—4.0	1,200								
	Int. E course Charleston LFR and ILS localizer course.	LOM	328—6.0	1,200								
	Charleston VOR	LOM	223—1.5	1,200								
CHARLESTON, W. VA. Kanawha County Airport, 981′ 110.3 mc, CHW LMM: 227 kc, HW LOM: 245 kc, CH Procedure No. 1	Int. NE course ILS and 252° brg to Charleston LFR.	LOM	229—12.0	2,500	N side NE course: 049 outbound. 229 inbound. 2,300′ within 5 miles of LOM.	(*)	(*) 1,800-5.04 (Final apch alt over OM and distance to rnwy from OM	(*) 0.63 (Distance to runway from MM	T-dn C-dn S-dn 23 A-dn	300-1.0 600-1.0 500-1.0 800.2.0	300-1.0 600-1.5 500-1.0 800-2.0	Climb to 2,500′ proceeding to Charleston LFR, or as directed by ATC. *This procedure not premised on use of the glide slope.
	Charleston LFR	LOM	091—14.0	2,500								
	Charleston VOR	LOM	058—17.0	2,500								
CHATTANOOGA, TENN. Lovell Field, 682′ 109.5 mc, CHA LMM: 201 kc, HA LOM: 215 kc, CH Procedure No. 1	Chattanooga LFR	Outer marker	358—1.7	2,500	E side N course*: 015 outbound. 195 inbound. 2,500′ within 5 miles of LOM.	(**) 2,200 (at OM)	(**) 4.72	(**) 0.72	T-dn C-dn S-dn 19 A-dn	300-1.0 700-2.0 400-1.0 800-2.0	300-1.0 700-2.0 400-1.0 800-2.0	Turn left, climb to 4,000′ on SE course Chattanooga LFR. *High terrain to the W. **No glide slope available.
CHEYENNE, WYO. Cheyenne Airport, 6,156′ 110.3 mc, CYS LMM: 201 kc, YS LOM: 219 kc, CY Procedure No. 1	Cheyenne LFR	LOM	081—8.0	7,500	N side E course: 082 outbound. 262 inbound. 7,500′ within 5 miles of LOM.	7,500	7,500 6.11	6,300 0.66	T-dn C-dn S-dn 26 A-dn	300-1.0 500-1.0 400-3/4 800-2.0	300-1.0 500-1.5 400-3/4 800-2.0	Climb to 7,500′ on S course Cheyenne LFR, or as directed by ATC.
	Hillsdale FM	E course ILS	230—5.0	7,500								
	Silver Crown FM	LOM	092—20.0	8,000								
	Cheyenne VOR	LOM	115—7.0	7,500								

INSTRUMENT LANDING SYSTEM PROCEDURES—Continued

City and State; airport name; elevation; Localizer: frequency and identification; LMM: frequency and identification; LOM: frequency and identification; procedure No.	Transition to ILS				Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude at glide slope interception inbound (ft.)	Altitude of glide slope and distance to approach end of runway		Ceiling and visibility minimums			If visual contact not established upon descent to authorized landing minimums, or if landing not accomplished, remarks
	From—	To—	Course and distance	Minimum altitude (ft.)			At outer marker:	At middle marker:	Conditions	Type of aircraft: 75 m. p. h. or less	Type of aircraft: More than 75 m. p. h.	
CHICAGO, ILL. Chicago-Midway Airport, 618′ 109.9 mc, CHI LMM: 201 kc, HI LOM: 219 kc, CH Procedure No. 1	Int. NE course Chicago LFR and SE course Glenview LFR	LOM	260—13.0	2,300	W side NW course: 312 outbound. 132 inbound. 2,300′ within 5 miles of LOM.	2,300	2,255—5.80	868—0.79	T-dn C-d C-n S-dn 13R A-dn	300-1.0 500-1.0 500-1.5 400-3/4 800-2.0	300-1.0 500-1.5 500-1.5 400-3/4 800-2.0	Climb to 2,300′ and proceed S on the N and S courses of Harvey LFR to Int. SE course Rockford LFR (Momence Int.) or as directed by ATC.
	Int. SW course Glenview LFR and 131° bearing to Chicago LFR	Glide slope interception (final)	132—15.0	2,500								
	Int. SE course Chicago LFR and NW course ILS	LOM	312—6.0	2,300								
	Int. NE course Joliet LFR and NW course Chicago LFR	NW course ILS	180—7.0	2,300								
	Int. NE course Joliet LFR and NW course ILS Chicago LFR	LOM	132—7.0	2,300								
	Chicago LFR	NW course ILS	290—2.0	2,300								
	Naperville VOR	SE course ILS (Kedzie Rbn).	093—22.0	2,300								
	Naperville VOR	LOM	067—15.0	2,300								
	Naperville VOR	NW course ILS (Elmhurst Int.)	040—14.0	2,300								
	Lake Forest VOR Int.	NW course ILS	197—20.0	2,500								
	Chicago Hgts. VOR	SE course ILS (Kedzie Rbn)	335—17.0	2,000								
	Int. 340° course from Chicago Hgts VOR and 067° course from Naperville VOR	SE course ILS	170—12.0	2,300								
	Int. NW course ILS and 017° course from Naperville VOR	LOM	132—13.0	2,300								

INSTRUMENT LANDING SYSTEM PROCEDURES—Continued

City and State; airport name; elevation; Localizer: frequency and identification; LMM: frequency and identification; LOM: frequency and identification; procedure No.	Transition to ILS: From—	To—	Course and distance	Minimum altitude (ft.)	Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude at glide slope interception inbound (ft.)	Altitude of glide slope and distance to approach end of runway: At outer marker:	At middle marker:	Ceiling and visibility minimums: Conditions	Type of aircraft: 75 m. p. h. or less	More than 75 m. p. h.	If visual contact not established upon descent to authorized landing minimums, or if landing not accomplished, remarks
CINCINNATI, OHIO Greater Cincinnati Airport, 890′. 109.9 mc., CVG LMM: 206 kc, VG LOM: 215 kc, CV Procedure No. 1	Int. NW course Cincinnati LFR and N course ILS.	LOM	180—23.0	2,300	E side S course: 180 outbound. 360 inbound. 2,000′ within 5 miles of LOM.	2,000	1,987—4.50	1,055—0.60	T-dn C-dn S-dn 36 A-dn	300-1.0 500-1.0 400-3/4 800-2.0	300-1.0 500-1.5 400-3/4 800-2.0	Climb to 2,300′ on N course ILS to NW course Cincinnati LFR, or as directed by ATC.
	Union FM	LOM	360—5.0	2,000								
	Cincinnati LFR	LOM	235—21.0	2,400								
	Int. SW course Cincinnati LFR and 320° brg to LOM.	LOM	320—3.0	2,000								
	Cincinnati VOR	LOM	142—3.0	2,000								
	Int. 350° brg to Cincinnati VOR and S course ILS.	LOM	360—10.0	2,000 (final)								
	Int. 202° brg to Cincinnati VOR and N course ILS.	LOM	180—8.0	2,300								
Procedure No. 2—Using Back Course ILS localizer	Int. NW course Cincinnati LFR and N course ILS.	Addyston marker.	180—12.0	2,100	W side N course: 360 outbound. 180 inbound. 2,100′ within 5 miles of Addyston marker.	(*)—1,600 (over Addyston marker).	(*)—5.8 (from Addyston marker).	(*)	T-dn C-dn S-dn 18 A-dn	300-1.0 300-1.0 400-1.0 800-2.0	300-1.0 500-1.5 400-1.0 800-2.0	Proceed to ILS middle compass locator, climb to 2,000′ on course of 240° within 15 miles of LMM, or on course of 250° from Cincinnati VOR, or as directed by ATC. *This procedure not premised on use of glide slope.
	Int. NW course Cincinnati LFR and N course ILS.	Addyston marker (final).	180—12.0	1,600								
	Int. SW course Cincinnati LFR and S course ILS.	Addyston marker.	360—15.0	2,300								
	Cincinnati VOR	Addyston marker.	012—9.0	2,300								
CLEVELAND, OHIO Cleveland-Hopkins Airport, 789′ 109.9 mc, CLE LMM: None LOM: 201 kc, CL Procedure No. 1	Cleveland LFR	LOM	224—4.5	2,100	S side SW course. 234 outbound. 054 inbound. 2,100′ within 5 miles of LOM. 2,200′ within 25 miles.	2,100	2,057—4.50	1,010—0.71	T-dn C-dn S-dn 5L A-dn	300-1.0 500-1.0 400-3/4 800-2.0	300-1.0 500-1.5 400-3/4 800-2.0	Make right climbing turn, climb to 2,600′ on E course of Cleveland LFR, or on course of 107° from Cleveland VOR, or as directed by ATC.
	Cleveland VOR	SW course ILS.	105—5.0	2,200								
	Cleveland VOR	LOM	092—12.0	2,100								
	Elyria FM	SW course ILS.	135—8.0	2,100								
	Int. NW course Akron LFR and SW course ILS.	LOM	054—8.0	2,200								
	Avon Lake FM	LOM	171—10.0	2,100								
	N. Royalton FM	LOM	303—11.0	2,600								
COLORADO SPRINGS, COLO. Peterson Field, 6,172′ 109.9 mc, COS LMM: 215 kc, OS LOM: 239 kc, CO Procedure No. 1	Colo. Springs LFR	LOM	166—9.8	7,500	E side S courses: 166 outbound. 346 inbound. 7,200′ within 5 miles of LOM.	7,200	7,120—4.33	6,270—6.66	T-dn C-d C-n S-dn 35 A-dn	300-1.0 600-1.0 600-2.0 400-1.0 800-2.0	300-1.0 600-1.5 600-2.0 400-1.0 800-2.0	Climb to 8,000′ on E course Colorado Springs LFR within 25 miles, or as directed by ATC. CAUTION: (1) 7,190′ msl radio tower, 5.5 miles N of LFR. (2) 7,710′ msl terrain, 13.5 miles N of LFR. (3) danger area 2.5 miles W of localizer center-line. NOTE: (1) No approach lights available.
	Fountain FM	LOM	346—3.3	7,200								

INSTRUMENT LANDING SYSTEM PROCEDURES—Continued

City and State; airport name; elevation; Localizer: frequency and identification; LMM: frequency and identification; LOM: frequency and identification; procedure No.	Transition to ILS: From—	To—	Course and distance	Minimum altitude (ft.)	Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude at glide slope interception inbound (ft.)	Altitude of glide slope and distance to approach end of runway: At outer marker:	At middle marker:	Ceiling and visibility minimums: Conditions	Type of aircraft: 75 m. p. h. or less	More than 75 m. p. h.	If visual contact not established upon descent to authorized landing minimums, or if landing not accomplished, remarks
DALLAS, TEX. Love Field, 483′ 110 3 mc, DAL LMM: 311 kc, AL LOM: 371 kc, DA Procedure No. 1	Dallas LFR	LOM	126—8.0	2,000	N side NW course:* 306 outbound. 126 inbound. 1,700′ within 15 miles of LOM. 2,000′ within 25 miles.	1,700*	1,640—4.81	730—0.72	T-dn C-dn S-dn 13 A-dn	300-1.0 500-1.0 400-3/4 800-2.0	300-1.0 500-1.5 400-3/4 800-2.0	Climb to 2,000′ on SE course ILS within 25 miles, or as directed by ATC. *CAUTION: 1,226′ msl obstruction 4.5 miles S of course—all turns to be made N of course.
	Dallas VOR	LOM	266—13.0	2,000								
	Int 349° brg to Dallas VOR and SE course ILS.	LOM	306—19.0	2,000								
	Int. 273° brg to Duncanville Rbn and SE course ILS.	LOM	306—30.0	2,000								
	Int. E course Ft. Worth LFR and NW course ILS.	LOM	126—2.5	1,700								
	Int. 091° brg to Dallas VOR and NW course ILS.	OM	126—3.5	1,700								
	Int. N course Dallas LFR and E course Ft. Worth LFR.	LOM	206—2.5	1,700								
	Duncanville Rbn	LOM	341—18.0	2,000								
Procedure No. 2—Using Back Course ILS localizer	Dallas LFR	Ross Ave. Int*	086—3.5	2,000	W side SE course: 126 outbound. 306 inbound. 2,000′ within 25 miles.	(**)	(**) 1,520—4.0 (over and from Ross Ave. Int.)	(**)	T-dn C-dn S-dn 31 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Climb to 2,000′ on NW course ILS within 20 miles, or when directed by ATC, turn right, climb to 2,000′ make a good course of 025° from Dallas LFR, intercept and proceed E on E course of Fort Worth LFR within 25 miles or turn right, climb to 2,000′ on 076° course to and then 063° from Dallas VOR within 25 miles. *Ross Ave. Int: The intersection of the SE course of the ILS. *(E course Dallas LFR or 032° course to Dallas VOR). **No glide slope. NOTE: (1) 288′ clearance over lighted tank 2 miles SE of airport. (2) Procedure turn nonstandard due to ATC.
	Int. 273° bearing to Duncanville Rbn to SE course ILS int. 349° bearing to Dallas.	Ross Ave. Int.	306—19.0	2,000								
	VOR and SE course ILS	Ross Ave. Int. (final)	306—9.0	1,520								
	Int. 229° bearing to Duncanville Rbn and SE course ILS.	Ross Ave. Int. (final)	306—6.0	1,520								
	Int. E course Ft. Worth LFR and NW course ILS.	Ross Ave. Int.	126—13.0	2,000								
	Dallas VOR	Ross Ave. Int.	216—8.0	2,000								
	Int. 091° course to Dallas VOR and NW course ILS.	Ross Ave. Int.	126—13.0	2,000								
DAYTON, OHIO: Dayton Airport, 1,008′ 110.3 mc, DAY LMM: 347 kc, AY LOM: 356 kc, DA Procedure No. 1	Dayton VOR	LOM	209—8.0	2,300	W side SE course: 235 outbound. 055 inbound. 2,300′ within 5 miles of LOM.	2,300	2,270—4.40	1,235—0.66	T-dn C-dn S-dn 6L A-dn	300-1.0 500-1.0 400-3/4 800-2.0	300-1.0 500-1.5 400-3/4 800-2.0	Climb to 2,100′ on N course Dayton LFR to W course Columbus LFR (Troy Int.), or when directed by ATC, climb to 2,300′ on NE course ILS to W course Columbus LFR.
	Dayton LFR	SW course ILS	200—4.0	2,300								
	Verona FM	SW course ILS	125—8.0	2,300								
	Int. S course Dayton LFR and SW course ILS.	LOM	055—1.0	2,300								
	Int. W course Columbus LFR and NE course ILS.	LOM	235—18.0	2,300								
	Int. 087° course to Dayton VOR and 108° brg to LOM.	LOM	108—18.0	2,300								
	Int. 023° course to Dayton VOR and 019° brg to LOM.	LOM	019—13.0	2,300								

INSTRUMENT LANDING SYSTEM PROCEDURES—Continued

City and State; airport name; elevation; Localizer: frequency and identification; LMM: frequency and identification; LOM: frequency and identification; procedure No.	Transition to ILS: From—	To—	Course and distance	Minimum altitude (ft.)	Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude at glide slope interception inbound (ft.)	Altitude of glide slope and distance to approach end of runway: At outer marker:	At middle marker:	Ceiling and visibility minimums: Conditions	Type of aircraft: 75 m. p. h. or less	More than 75 m. p. h.	If visual contact not established upon descent to authorized landing minimums, or if landing not accomplished, remarks
DENVER, COLO. Stapleton Field, 5,325′ 110.3 mc, DEN LMM: 335 kc, EN LOM: 359 kc, DE Procedure No. 1	Int. 083° bearing to Denver VOR and N course Denver LFR.	LOM	130—5.5	6,500	S side NE course: 026 outbound. 206 inbound. 6,500′ within 5 miles of LOM.	6,500	6,500—4.19	5,520—0.65	T-dn C-dn S-dn 21 A-dn	300-1.0 500-1.0 400-3/4 800-2.0	300-1.0 500-1.5 400-3/4 800-2.0	Climb to 8,900′ on S course Denver LFR or as directed by ATC. *Descent below 8,900′ not authorized until 3 miles N of Franktown FM due to 6,715′ msl terrain 6 miles NW of FM. CAUTION: 5,918′ msl radio tower 4.7 miles ESE to airport.
	Watkins FM	NE course ILS	237—12.0	6,500								
	Franktown FM* (northbound only).	NE course ILS	351—34.0	*7,000								
	Henderson FM	NE course ILS	093—8.0	6,500								
	Denver VOR	LOM	216—5.0	6,500								
	Denver LFR	NE course ILS	059—4.5	6,500								
DETROIT, MICH. Willow Run Airport, 716′ 109.5 mc, YIP LMM: 323 kc, IP LOM: 359 kc, YI Procedure No. 1	Ann Arbor FM	Outer marker	092—8.0	2,300	W side SW course: 230 outbound. 050 inbound. 2,300′ within 5 miles of LOM.	2,300	2,251—5.80	932—0.65	T-dn C-dn S-dn 4R A-dn	300-1.0 500-1.0 400-3/4 800-2.0	300-1.0 500-1.5 400-3/4 800-2.0	Climb to 2,000′ on NE course of ILS to N course of Detroit LFR, or to Detroit VOR, or as directed by ATC, (1) make left climbing turn, proceed to Salem VAR via S course at 2,300′; (2) make right climbing turn, proceed to Detroit LFR via W course at 2,300′; (3) make left climbing turn returning to LOM at 2,300′.
	Int. N course Detroit LFR and NE course ILS.	Outer marker	230—14.0	2,300								
	Int. 080° course to Detroit VOR and 324° brg to LOM.	Outer marker	135—7.5	2,300								
	Int. 013° course to Detroit VOR and 324° brg to LOM.	Outer marker	324—10.0	2,300								
	Int. 028° course to Detroit VOR and 324° brg to LOM.	Outer marker	324—5.5	2,300								
	Int. 326° course to Detroit VOR and 280° brg to LOM.	Outer marker	280—17.0	2,300								
	Detroit LFR	Outer marker	255—12.0	2,300								
	Int. N course Toledo LFR & SW course ILS (Final).	Outer marker	050—8.0	2,300								
	Int. S course Salem VAR & SW course ILS.	Outer marker	230—5.5	2,300								
	Detroit VOR	Outer marker	228—12.5	2,300								
	Int. 118° course to Detroit VOR & W course Salem VAR.	Outer marker	165—15-5	2,300								
ERIE, PA. Port Erie Airport, 732′. 110.3 mc, ERI LMM: 201 kc, RI LOM: None Procedure No. 1	Erie LFR	Outer marker	235—2.5	2,000	S side SW course: 239 outbound. 059 inbound. 2,000′ within 5 miles of OM.	2,000	1,970—4.35	935—0.62	T-dn C-dn S-dn 6 A-dn	300-1.0 500-1.0 400-3/4 800-2.0	300-1.0 500-1.5 400-3/4 800-2.0	Climb to 2,500′ on NE course ILS, or as directed by ATC.
	N. Springfield FM	Outer marker	073—9.0	2,000								
EUGENE, OREG. Mahlon Sweet Airport, 365′ 109.9 mc, EUG LMM: None LOM: 379 kc, EU Procedure No. 1	Eugene LFR	N course ILS (outbound).	338—(**)	2,000	E side N course:* 338 outbound. 158 inbound. 2,000′ within 5 miles of LOM.	1,570	1,570—4.59	550—0.63	T-dn C-dn S-dn# 16 A-dn	300-1.0 500-1.0 400-1.0 800-2.0	300-1.0 600-1.5 400-1.0 800-2.0	Turn right, climb to 3,000′ on N course Eugene LFR within 25 miles of LFR, or as directed by ATC. #500-1 when approach lights or glide slope are inoperative. **Eugene LFR station (251 kc) is adjacent to W side of N course ILS. *Procedure turn to W not authorized due to high terrain.
	Cottage Grove FM	S crs ILS (inbound).	320—12.0	3,100								
	Eugene VOR	LOM	343—0.2	2,000								

INSTRUMENT LANDING SYSTEM PROCEDURES—Continued

City and State; airport name; elevation; Localizer: frequency and identification; LMM: frequency and identification; LOM: frequency and identification; procedure No.	Transition to ILS: From—	Transition to ILS: To—	Transition to ILS: Course and distance	Transition to ILS: Minimum altitude (ft.)	Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude at glide slope interception inbound (ft.)	Altitude of glide slope and distance to approach end of runway: At outer marker:	Altitude of glide slope and distance to approach end of runway: At middle marker:	Ceiling and visibility minimums: Conditions	Ceiling and visibility minimums: Type of aircraft: 75 m. p. h. or less	Ceiling and visibility minimums: Type of aircraft: More than 75 m. p. h.	If visual contact not established upon descent to authorized landing minimums, or if landing not accomplished, remarks
FARGO, N. DAK. Hector Field, 900′ 110.3 mc, FAR LMM: None LOM: 219 kc, FA Procedure No. 1	Fargo VOR	LOM	351—0.7	2,300	W side S course: 171 outbound. 351 inound. 2,300′ within 5 mile of LOM.	2,100	2,090—4.55	1,125—0.71	T-dn C-d C-n S-dn 35 A-dn	300-1.0 500-1.0 500-1.5 400-3/4 800-2.0	300-1.0 500-1.5 500-1.5 400-3/4 800-2.0	Climb to 2300′ on N course Fargo LFR or on course of 345° outbound from Fargo VOR. Alternate procedure: (when directed by ATC), make left turn, climb to 2600′ on W course Fargo LFR or on 262° course outbound from Fargo VOR.
	Fargo LFR	LOM	188—5.2	2,300								
		LOM	132—6.6	2,300								
	W. Fargo FM	LOM	132—6.6	2,300								
	Barnesville FM	S course ILS	285—20.0	2,300								
	Int N course Fargo LFR and N course ILS.	LOM	171—12.0	2,300								
FORT SMITH, ARK. Fort Smith Airport, 460′ 109.5 mc, FSM LMM: 201 kc, SM LOM: 219 kc, FS Procedure No. 1.	Int. E course ILS and 288° bearing to Van Buren Rbn.	LOM	253—12.0	1,800	N side E course: 073 outbound. 253 inbound. 1,800′ within 20 miles of LOM. 2,000′ within 25 miles.	11,620	1,615—3.96	560—0.63	T-dn C-d C-n S-dn* 25 A-dn	300-1.0 600-1.0 600-2.0 400-3/4 800-2.0	300-1.0 600-1.5 600-2.0 400-3/4 800-2.0	Climb to 2,000′ on 235° course from Fort Smith VOR within 25 miles or climb to 2,000′ on course of 253° from LOM within 15 miles. (Back course of localizer not usable—do not use as missed approach aid). *500-1 required when glide slope not utilized. CAUTION: 600′ msl unlighted terrain, 1.5 miles W of LOM on final approach.
	Int. E course ILS and 270° bearing to Fort Smith VOR.	Outer marker	253—11.0	1,800								
	Int. E course ILS and 340° bearing to Van Buren Rbn.	LOM	073—4.0	1,800								
	Fort Smith VOR	Outer marker	192—3.0	1,900								
	Van Buren Rbn	LOM	142—13.0	1,900								
FORT WAYNE, IND. Baer Field, 801′ 109.9. mc, FWA LMM: 201 kc, FW LOM: 219 kc, FW Procedure No. 1	Int. NE course Fort Wayne LFR and ILS course.	LOM	135—5.0	2,100	E side SE course: 135 outbound. 315 inbound. 2,100′ within 5 miles of LOM.	2,100	2,068—4.44	1,071—0.82	T-dn C-dn S-dn 31 A-dn	300-1.0 500-1.0 400-3/4 800-2.0	300-1.0 500-1.5 400-3/4 800-2.0	Climb to 2,100′ on NW course ILS within 20 miles, make left turn and return to LOM, or as directed by ATC.
	Fort Wayne VOR	LOM	136—11.0	2,100								
	Fort Wayne LFR	LOM	097—7.0	2,100								
	Int. SE course Fort Wayne LFR and 357° brg to LOM	LOM	357—10.0	2,100								
	Int. 323° to Fort Wayne VOR and 350° brg to LOM	LOM (final)	350—3.0	2,100								
	Int. NE course Fort Wayne LFR and 202° brg to LOM	LOM	202—11.0	2,200								
	Int. SW course Fort Wayne LFR and 070° brg to LOM	LOM	070—15.0	2,100								
FORT WORTH, TEX. Meacham Field, 692′ 109.9 mc, FTW LMM: 347 kc, TW LOM: None Procedure No. 1	Fort Worth LFR	Outer marker	354—1.5	2,000	W side N course: 354 outbound. 174 inbound. 2,000′ within 5 miles of OM.	2,000	2,000—4.10	950—0.71	T-dn C-dn S-dn 17 A-dn	300-1.0 500-1.0 400-3/4 800-2.0	300-10. 600-1.5 400-3/4 800-2.0	Climb to 2,000′ on S course ILS within 25 miles, or as directed by ATC. CAUTION: Do not descend below glide slope; building 283′ below glide slope, 2.4 miles S of outer marker.
	Haslet Rbn	N course ILS	216—2.0	2,000								
	Fort Worth VOR	Outer marker	057—10.0	2,000								
Procedure No. 2—using back course ILS localizer	Fort Worth LFR	N course ILS	216—0.2	2,000	E side S course: 174 outbound. 354 inbound. 2,000′ within 5 miles of Fort Worth FM.	(*)	(*) 1,500—2.6 (over and from Fort Worth FM).	(*)	T-dn C-dn S-dn 35 A-dn	300-1.0 500-1.0 400-3/4 800-2.0	300-1.0 600-1.5 400-3/4 800-2.0	Climb to 2,000′ on N course ILS within 25 miles, or as directed by ATC. *No glide slope facility. CAUTION: 956′ msl building, 2 miles N of airport.
	Int. W course Dallas LFR and S course ILS (final).	Fort Worth FM.	354—5.0	1,500								
	Int. 312° brg to Fort Worth VOR and S course ILS (final).	Fort Worth FM.	354—6.0	1,500								
	Fort Worth VOR	Fort Worth FM.	105—9.0	2,000								

INSTRUMENT LANDING SYSTEM PROCEDURES—Continued

City and State; airport name; elevation; Localizer: frequency and identification; LMM: frequency and identification; LOM: frequency and identification; procedure No.	Transition to ILS				Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude at glide slope interception inbound (ft.)	Altitude of glide slope and distance to approach end of runway		Ceiling and visibility minimums			If visual contact not established upon descent to authorized landing minimums, or if landing not accomplished, remarks
	From—	To—	Course and distance	Minimum altitude (ft.)			At outer marker:	At middle marker:	Conditions	Type of aircraft: 75 m. p. h. or less	Type of aircraft: More than 75 m. p. h.	
FORT WORTH, TEX.—Continued Carter Field 568′ 109.5 mc, ACF Procedure No. 2—using back course ILS localizer	Int. 013° course to Dallas VOR and SE course ILS	Hensley Int.*	309—15.0	2,000	S side SE course#: 129 outbound. 309 inbound. 2,000′ within 5 miles of Hensley Int.	(**)	(**) 1,500—4.0 (over and from Hensley Int.	(**)	T-dn C-dn S-dn 31 A-dn	300-1.0 500-1.0 400-1.0 800-2.0	300-1.0 500-1.5 400-1.0 800-2.0	Climb to 2,000′ on NW course ILS within 25 miles. *Hensley Int: Int. SE course ILS and W course Dallas LFR or 238° course from Dallas VOR. #Procedure turn nonstandard due to ATC. **No glide slope.
	Duncanville Rbn and FM.	Hensley Int. (final).	309—11.0	1,500								
	Carter ILS LOM	Hensley Int.	129—10.0	2,000								
FRESNO, CALIF. Fresno Air Terminal, 331′. 110.3 mc, FNO LMM: 251 kc, NO LOM: 266 kc, FN Procedure No. 1	Fresno LFR	SE course ILS (LOM).	071—11.0	1,700	S side SE course: 108 outbound. 288 inbound. 1,700′ within 10 miles of LOM.	1,700	1,400—4.44	535—0.70	T-dn C-dn S-dn 29 A-dn	300-1.0 500-1.0 400-3/4 800-2.0	300-1.0 500-1.5 400-3/4 800-2.0	Climb on heading of 288° to 1,500′, then turn left and climb to 2,000′ on W course Fresno LFR, or as directed by ATC.
	Bowles FM	SE course ILS (LOM).	015—12.0	1,700								
GRAND JUNCTION, COLO Walker Field, 4,858′ 110.3 mc, GJT LMM: 201 kc, JT. LOM: None Procedure No. 1	Grand Junction VOR	Loma Rbn**	342—15.0	8,100	W side NW course: 290 outbound. 110 inbound. 8,000′ within 5 miles beyond Loma Rbn.	6,200	6,060—4.52	5,065—0.69	T-dnz# C-dn S-dn* 11 A-dn	@500-2.0 1,000-2.0 500-2.0 1,500-2.0	@500-2.0 1,000-2.0 500-2.0 1,500-2.0	Make 180° right turn, climb/to 8,000′ on NW course ILS to Loma Rbn; if second approach not desired, proceed to Grand Jct VOR, climbing to 10,000′. @300-1 day and night take-off authorized for 4-engine acft only—see note (#) below. #*When glide slope or approach lights are inoperative. #800-2 take-offs for 2-engine acft. *800-2 straight-in for all aircraft and descent to 5,660′ msl authorized over middle marke. **In case Loma Rbn inoperative, Int 162° bearing to Grand Jct VOR and NW course ILS may be used in lieu of Loma Rbn.
	Int. 227° brg to Grand Junction VOR and NW crs ILS.	Loma Rbn**	290—16.0	8,000								
	Grand Junction VOR	LMM	15.0	10,000								
GREAT FALLS, MONT. Great Falls Airport, 3,671′ 110.3 mc, GTF LMM: 362 kc, TF LOM: 382 kc, GT Procedure No. 1	Great Falls LFR	LOM	147—3.5	5,500	W side S course* 161 outbound. 341 inbound. 5,500′ within 5 miles of LOM (NA beyond 5 miles).	5,500	4,960—4.47	3,900—0.66	T-dn C-d C-n S-dn 34 A-dn	300-1.0 500-1.0 500-1.5 400-3/4 800-2.0	300-1.0 500-1.5 500-1.5 400-3/4 800-2.0	Climb to 5,500′ on outbound course of 341° from LOM within 25 miles of LOM (back course of ILS unusable). *Procedure turn on E side not authorized due to high terrain; 80° reversal procedure turn recommended. CAUTION: 3,840′ msl LFR towers located 1.5 miles SW of airport. 5,500′ terrain located 16 miles SE of LOM.
	Great Falls VOR	LOM	127—3.5	5,500								
	Belt FM	LOM	262—20.0	5,500								
	Cascade FM (Final)	S crs ILS	045—15.0	5,500								
GREENSBORO, N. C. Greensboro-High Point Airport, 913′ 109.9 mc, GSO LMM: 233 kc, SO LOM: 254 kc, GS Procedure No. 1	Greensboro LFR	LOM	299—6.0	2,300	N side NW course: 318 outbound. 138 inbound. 2,250′ within 5 miles of LOM.	2,250	2,250-5.00	1,180-0.67	T-dn C-d C-n S-dn 14 A-dn	300-1.0 500-1-0 500-1.5 400-3/4 800-2.0	300-1.0 500-1.5 500-1.5 400-3/4 800.2.0	Climb to 2,300′ on SE course ILS, or when directed by ATC, turn left, climb to 2,300′ on NE course Greensboro LFR within 25 miles.
	Winston-Salem LFR	LOM	058—10.0	2,300								
	Wallburg Int	LOM	033—11.0	2,360								
	Oak Ridge Int	LOM	238—2.5	2,300								
	Greensboro VOR	LOM	355—7.0	2,300								
GREENVILLE, S. C. Greenville Airport, 1,049′ 110.3 mc, GRL LMM: 201 kc, RL LOM: 219 kc, GR Procedure No. 1	Greenville LFR	LOM	180—2.5	2,000	W side S course:* 181 outbound. 001 inbound. 2,000′ within 5 miles of LOM.	(#) 2,000 (Minimum altitude over OM).	(#) 2,000—4.2 (over and from OM).	(#) 1,449—0.71 (over and from MM)	T-dn C-dn S-dn 36 A-dn	300-1.0 500-1.0 400-1.0 800-2.0	300-1.0 500-1.5 400-1.0 800-2.0	Climb to 3,000′ on N course ILS within 10 miles. After attaining an altitude of 3.000′, execute 180° turn on E side of N course ILS and proceed S to outer marker. *Nonstandard procedure turn due to conflicting traffic on E side ILS course. #Glide slope and approach lights not installed. CAUTION: High terrain to the N and NE of airport.
	Int. S crs Greenville LFR and SW crs Spartanburg LFR.	LOM	003—5.0	2,000								
	Int. E crs Greenville LFR and SW crs Spartanburg LFR.	LOM	258—11.0	2,000								

INSTRUMENT LANDING SYSTEM PROCEDURES—Continued

City and State; airport name; elevation; Localizer: frequency and identification; LMM: frequency and identification; LOM: frequency and identification; procedure No.	Transition to ILS				Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude at glide slope interception inbound (ft.)	Altitude of glide slope and distance to approach end of runway		Ceiling and visibility minimums			If visual contact not established upon descent to authorized landing minimums, or if landing not accomplished, remarks
	From—	To—	Course and distance	Minimum altitude (ft.)			At outer marker:	At middle marker:	Conditions	Type of aircraft: 75 m. p. h. or less	Type of aircraft: More than 75 m. p. h.	
INDIANAPOLIS, IND. Indianapolis Airport, 796′ 109.9 mc, IND LMM: 329 kc, ND LOM: 341 kc, IN Procedure No. 1	Clayton FM	SW course ILS	105—8.0	1,900	S side SW course: 224 outbound. 044 inbound. 1,900′ within 5 miles of LOM.	1,900	1,920—4.30	1,055—0.90	T-dn C-dn S-dn 4 A-dn	300-1.0 500-1.0 400-3/4 800-2.0	300-1.0 500-1.5 400-3/4 800-2.0	Climb to 2,300′ on E course Indianapolis LFR to NW course Cincinnati LFR, or as directed by ATC.
	Indianapolis LFR	SW course ILS	193—4.0	1,900								
	Int. E course Indianapolis LFR and SW course ILS.	LOM	224—5.5	1,900								
	Int. S course Indianapolis LFR and SW course ILS.	LOM	224—0.5	1,900								
ISLIP, N. Y. Mac Arthur Field, 98′ 110.1 mc, ISL LMM: 257 kc, SL LOM: None Procedure No. 1	Int. NW course Islip VAR and NE course ILS.	LMM	237—8.0	1,500	S side SW course: 237 outbound. 057 inbound. 1,500′ within 5 miles of OM.	1,500	1,540—6.10	300—0.71	T-dn C-dn S-dn 6 A-dn	300-1.0 500-1.0 400-1.0 800-2.0	300-1.0 600-1.5 400-1.0 800-2.0	Climb to 1,000′ on NE course ILS, make a standard rate climbing turn to the right, returning to ILS LMM at 1,500′, or as directed by ATC.
	Int. E course Mitchel LFR and SW course ILS.	Outer Mrkr	057—8.0	1,500								
	Islip VAR	LMM	256—9.0	1,500								
JACKSON, MISS. Hawkins Field, 343′ 109.9 mc, JAN LMM: 201 kc, AM LOM: None Procedure No. 1	Jackson LFR	Outer Mrkr	256—5.0	1,500	S side NW course: 288 outbound. 108 inbound. 1,500′ within 5 miles of OM.	1,500	1,490—4.43	575—0.70	T-dn C-dn S-dn 11 A-dn	300-1.0 500-1.0 400-3/4 800-2.0	300-1.0 500-1.5 400-3/4 800-2.0	Climb to 1,600′ on S course Jackson LFR within 25 miles, or as directed by ATC.
	Int. S course Jackson LFR and ILS localizer.	Outer Mrkr	288—5.0	1,500								
	Int. W course Jackson LFR and NW course ILS.	Outer Mrkr	108—2.5	1,500								
	Jackson VOR	Outer Mrkr	219—4.0	1,500								
KANSAS CITY, MO. Kansas City Airport, 758′ 109.9 mc, MKC LMM: 201 kc, KC LOM: 219 kc, MK Procedure No. 1.	Int. 72° bearing on Kansas City. VOR and S course St. Joseph LFR or St. Joseph ILS.	LOM	085—19.0	2,500	W side N course: 004 outbound. 184 inbound. 2,500′ within 5 miles of LOM (NA beyond 5 miles).	2,500	2,506—6.23	1,031—0.74	T-dn## C-dn S-d# S-n# 18* A-dn	300-1.0 500-1.0 400-1.0 500-1.0 800-2.0	300-1.0 700-1.5 400-1.0 500-1.0 800-2.0	If contact not established at LMM, immediately execute right climbing turn to 2,500′ on ADF course of 275° outbound from Kansas City, LFR, or as directed by ATC. *500-1 authorized all aircraft landing straight-in on runway 17 if approach lights on runway 17 are operating. #When approach lights or glide slope inoperative, cross Bluff FM at not less than 1,460′, and circling minimums will apply for all aircraft, except 4-engine aircraft, which are authorized 700-1. When approach lights or glide slope inoperative, and Bluff FM inoperative, straight-in landing minimums for all aircraft are 700-1. ##Take-offs to S and SW, when weather is below 1,000-3, will intercept a 210° brg from LMM and will maintain a course of 210° from the LMM as soon as practicable after take-off and maintain this course until reaching 2,500′ prior to making left turn. CAUTION: (1) 911′ msl cracking plant and 853′ msl stack 0.5 mile NW of airport. (2) 1,670′ msl TV tower, 2.9 miles S of airport. (3) 1,423′ msl congested buildings within 1 mile S and SE. (4) 906′ msl grain elevators (not obstruction lighted), and 857′ msl railroad lights, ⅔ mile NNE of approach end of runway 18.
	Kansas City VOR	LOM	152—4.0	2,500								
	Kansas City LFR	LOM	028—5.0	2,500								
	Linkville FM	N crs ILS	110—9.0	2,500								
	Liberty FM and Rbn	N crs ILS	251—11.0	2,500								

INSTRUMENT LANDING SYSTEM PROCEDURES—Continued

City and State; airport name; elevation; Localizer: frequency and identification; LMM: frequency and identification; LOM: frequency and identification; procedure No.	Transition to ILS: From—	To—	Course and distance	Minimum altitude (ft.)	Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude at glide slope interception inbound (ft.)	Altitude of glide slope and distance to approach end of runway: At outer marker:	At middle marker:	Ceiling and visibility minimums: Conditions	Type of aircraft: 75 m. p. h. or less	More than 75 m. p. h.	If visual contact not established upon descent to authorized landing minimums, or if landing not accomplished, remarks
KNOXVILLE, TENN. McGhee-Tyson Airport, 989′ 110.3 mc, TYS LMM: 201 kc, YS LOM: None Procedure No. 1	Knoxville LFR	BinfieldRbn#.	216—10.0#	2,500	W side SW course** 225 outbound. 045 inbound. 2,500′ within 10 miles of OM.	(*) 2,500 (minimum altitude over Binfield Rbn).	(*) 2,040—4.34 (over and from OM).	(*) 1,190—0.61 (over and from MM)	T-dn	300-1.0	300-1.0	Turn left and climb to 3,000′ on N course of Knoxville LFR within 25 miles, or when directed by ATC, climb to 4,000′ on NE course of Knoxville LFR within 25 miles. *This procedure not premised on use of glide slope. #Binfield Rbn located 6.6 miles from approach and of runway, frequency 217 kc, ident: BFH. **Procedure turn W to avoid high terrain to E.
	Int. NE course Knoxville LFR and NE course ILS.	Binfield Rbn..	225—15.0	2,500					C-d	500-1.0	500-1.5	
	Int. W course Knoxville LFR and NE course Chattanooga LFR.	Binfield Rbn..	078—38.0	3,000					C-n	500-1.5	500-1.5	
									S-dn 4	400-1.0	400-1.0	
	Tallassee FM	Binfield Rbn..	353—14.0	3,500					A-dn	800-2.0	800-2.0	
	Knoxville VOR	Binfield Rbn..	253—11.0	3,500								
LINCOLN, NEBR. Lincoln AFB, 1,191′ 109.9 mc, LNK LMM: 206 kc, NK LOM: 251 kc, LN Procedure No. 1	Lincoln LFR	LOM	282—3.0	2,600	W side NW course: 315 outbound. 135 inbound. 2,600′ within 5 miles of LOM.	2,320	2,320—4.34	1,400—0.66	T-dn	300-1.0	300-1.0	Climb to 2,600′ on SE course ILS within 15 miles, or as directed by ATC. NOTE: No approach lights available.
	Int. 076° bearing to Omaha VOR and NW course ILS.	LOM	135—16.0	2,600					C-dn	500-1.0	500-1.5	
									S-dn 14	400-3/4	400-3/4	
									A-dn	800-2.0	800-2.0	
LONG BEACH, CALIF. Long Beach Airport, 56′ 110.3 mc, LGB LMM: 242 kc, GB LOM: 254 kc, LG Procedure No. 1	Long Beach LFR	LOM	135—1.6	1,500	S side SE course: 122 outbound. 302 inbound. 1,500′ within 15 miles of LOM (NA beyond 15 miles).	1,320	1,320—5.42	245—0.77	T-dn	300-1.0	300-1.0	Climb to 800′ on NW course Long Beach LFR; after reaching 300′ make climbing left turn to 250° heading, intersect S course Los Angeles LFR and proceed to San Pedro Int. at minimum of 2,000′, or as directed by ATC. CAUTION: 510′ msl hill with oil derricks, 1 mile S of airport.
	Huntington Beach FM	LOM	295—9.2	1,320					C-dn	500-1.0	600-2.0	
	Int. S course Los Angeles LFR and SW course Long Beach LFR	LOM	039—7.7	1,500					S-dn 30	400-3/4	400-3/4	
									A-dn	800-2.0	800-2.0	
	Long Beach VOR	LOM	295—9.2	1,320								
LOUISVILLE, KY. Standiford Field, 497′ 110.3 mc, SDF LMM: None LOM: 212 kc, SD Procedure No. 1	Louisville LFR	LOM	214-12.0	2,100	W side S course 190 outbound, 010 inbound, 2,100′ within 5 miles of LOM.	2,100	2,080-6.18	690-0.68	T-dn	300-1.0	300-1.0	Climb to 2,100′ on N course ILS make left climbing turn to W course Louisville LFR. Stay on S side W course Louisville LFR, or on Louisville VOR course 283 outbound. CAUTION: Complete procedure turn within 7 miles of LOM due to Fort Knox danger area. 1,070′ msl obstructions, 4 miles N of airport.
	Int. E course Louisville and 237° bearing to LOM (Eastwood).	LOM	237-19.0	2,100					C-d	500-1.0	500-1.5	
	Int. S crs Louisville and 318° bearing to LOM (Shepherdsville).	LOM	318—10.0	2,100					C-n	500-1.5	500-1.5	
	Int. W course Louisville and 172° bearing to Godman Rbn (Lanesville).	LOM	121—16.0	2,100					S-dn 1	400-3/4	400-3/4	
	Int. W course Louisville and N course ILS.	LOM	190—10.0	2,100					A-dn	800-2.0	800-2.0	
	Louisville VOR	LOM	262—10.0	2,100								
	Int. N course ILS and Louisville VOR radial 332.	LOM	190—15.0	2,100								
	Int. Louisville VOR radial 188 and 311° bearing to LOM (Shepherdsville).	LOM	311—11.0	2,100								
	Int. S course ILS and Louisville VOR radial 268.	LOM	190—1.0	2,100								

INSTRUMENT LANDING SYSTEM PROCEDURES—Continued

City and State; airport name; elevation; Localizer: frequency and identification; LMM: frequency and identification; LOM: frequency and identification; procedure No.	Transition to ILS: From—	Transition to ILS: To—	Transition to ILS: Course and distance	Transition to ILS: Minimum altitude (ft.)	Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude at glide slope interception inbound (ft.)	Altitude of glide slope and distance to approach end of runway: At outer marker:	Altitude of glide slope and distance to approach end of runway: At middle marker:	Ceiling and visibility minimums: Conditions	Ceiling and visibility minimums: Type of aircraft: 75 m. p. h. or less	Ceiling and visibility minimums: Type of aircraft: More than 75 m. p. h.	If visual contact not established upon descent to authorized landing minimums, or if landing not accomplished, remarks
LUBBOCK, TEX. Lubbock Airport, 3256′ 109.5 mc, LBB LMM: 201 kc, BB LOM: 219 kc, LB Procedure No. 1	Int. 191° course to Lubbock VOR and N course ILS.	Outer marker	168—9.0	4,500	E side N course* 348 outbound. 168 inbound. 4,500′ within 15 miles of LOM (NA beyond 15 miles).	4,500	4,500—4.76	3,489—0.73	T-dn C-dn S-dn 17 A-dn	300-1.0 500-1.0 400-3/4 800-2.0	300-1.0 500-1.5 400-3/4 800-2.0	Climb to 5,100′ on S course ILS within 25 miles, or as directed by ATC. *Procedure turn nonstandard due to ATC on N course Lubbock LFR.
	Int. 294° course to Lubbock VOR and N course ILS.	Outer marker	348—6.0	4,500								
	Int. E course Lubbock LFR and N course ILS.	LOM	348—6.0	4,500								
	Lubbock LFR	LOM	051—13.0	4,500								
	Lubbock VOR	Outer marker	052—5.0	4,500								
	Roundup FM	Outer marker	088—11.0	4,500								
MACON, GA. Macon-Cochran Airport, 354′ 109.5 mc, MCN LMM: 221 kc, CN LOM: 236 kc, MC Procedure No. 1	Macon LFR	LOM	192—7.0	1,600	S side SW course: 266 outbound. 046 inbound. 1,600′ within 5 miles (of LOM).	1,600	1,490—4.40	530*—0.62	T-dn C-dn S-dn 5 A-dn	300-1.0 500-1.0 400-3/4 800-2.0	300-1.0 500-1.5 400-3/4 800-2.0	Climb to 1,700′ on NE course ILS within 25 miles, or as directed by ATC. *Below landing minimums.
	Int. SW course Macon LFR and W course ILS.	LOM	046—3.0	1,600								
	Robins Rbn	LOM	271—6.0	1,600								
MIAMI, FLA. Miami International Airport, 9′ 109.5 mc, MIA LMM: None LOM: 227 kc, MI Procedure No. 1	Miami LFR	LOM*	085—1.5	1,100	N side W course:# 265 outbound. 085 inbound. 1,100′ within 5 miles of LOM.	1,100	1,100—4.40	200—0.66	T-dn C-dn S-dn 9R A-dn	300-1.0 500-1.0 400-3/4 800-2.0	300-1.0 500-1.5 400-3/4 800-2.0	Climb to 1,400′ on E course ILS, or as directed by ATC. *Right turn from S or left turn from N from Miami LFR station to the outer marker not authorized. #Procedure turn N to avoid conflict with traffic at Tamiami Airport.
	Miami VOR	LOM	263—1.5	1,100								
	Krome FM	LOM	091—10.0	1,100								
MIDLAND, TEX. Midland Air terminal, 2,867′ 110.3 mc, MAF LMM: 201 kc, AF LOM: None Procedure No. 1	Midland LFR	SW crs ILS	189—0.9	4,200	S side SW course: 223 outbound. 043 inbound. 4,200′ within 5 miles of OM. 4,300′ within 25 miles.	4,010	4,010—4.69	3,070—0.70	T-dn C-dn S-dn 4 A-dn	300-1.0 500-1.0 400-3/4 800-2.0	300-1.0 500-1.5 400-3/4 800-2.0	Climb to 4,300′ on NE course ILS within 25 miles, or as directed by ATC.
	Midland VOR	LMM	184—6.0	4,200								
MILWAUKEE, WIS. Gen. Mitchell Airport 698′ 110.3 mc, MKE LMM: 201 kc, KE LOM: 219 kc, MK Procedure No. 1	Milwaukee LFR	LOM	194—2.5	2,000	E side S course: 185 outbound. 005 inbound. 2,000′ within 5 miles of LOM.	2,000	2,006—4.60	918—0.67	T-dn C-dn S-dn 1 A-dn	300-1.0 600-1.0 400-3/4 800-2.0	300-1.0 600-1.5 400-3/4 800-2.0	Climb to 2,700′ on N course Milwaukee LFR within 25 miles, or when directed by ATC, make left climbing turn to 2,500′ on W course Milwaukee LFR, or make left climbing turn to 2,500′, intercepting 279° course from Milwaukee VOR.
	Int. N crs Milwaukee LFR and S crs ILS.	LOM	185-4.5	2,000								
	Franksville FM	S crs ILS	340—4.0	2,000								
	Int. W crs Milwaukee LFR and S crs ILS.	LOM	185—2.5	2,000								
	Genesee FM	LOM	105—25.0	2,000								
MINNEAPOLIS, MINN. Minneapolis-St. Paul International Airport, 840′ 110.3 mc, MSP LMM: 201 kc, SP LOM: 215 kc, MS Procedure No. 1	Minneapolis LFR	LOM	132—1.5	2,100	N side SE course: 115 outbound. 295 inbound. 2,100′ within 5 miles of LOM.	2,100	2,060—4.70	1,035—0.65	T-dn C-dn S-dn 29L A-dn	300-1.0 500-1.0 400-3/4 800-2.0	300-1.0 500-1.5 400-3/4 800-2.0	Climb to 2,500′ on NW course of Minneapolis LFR or on course of 299° from Minneapolis VOR to Hamel FM, or as directed by ATC.
	Minneapolis VOR	LOM	104—1.5	2,100								
	Hastings FM	Glide Slope Interception (Final).	295—8.0	2,100								
	Stanton Rbn	SE crs ILS	360—23.0	2,200								
	Jordan FM	LOM	061—26.0	2,200								
MOBILE, ALA. Bates Field, 217′ 109.9 mc, MOB LMM: 359cd, OB LOM: 371 kc, MO Procedure No. 1	Mobile LFR	Outer marker	290—12.0	1,400	W side NW 320 outbound. 140 inbound. 1,400′ within 5 miles of LOM.	(*)—1,400 (Min alt. at OM)	(*)—0.67 (From OM)	(*)—0.67 (From OM)	T-dn C-dn S-dn 14 A-dn	300-1.0 500-1.0 400-1.0 800-2.0	300-1.0 500-1.5 400-1.0 800-2.0	Turn right, climb to 1,500′ on SW course Mobile LFR, or as directed by ATC. *No glide slope available.
	Int. SW course Mobile LFR and SE course ILS.	Outer marker	320—12.0	1,400								
	Mobile VOR	Outer marker	066—4.5	1,400								

INSTRUMENT LANDING SYSTEM PROCEDURES—Continued

City and State; airport name; elevation; Localizer frequency and identification; LMM: frequency and identification; LOM: frequency and identification; procedure No.	Transition to ILS: From—	Transition to ILS: To—	Transition to ILS: Course and distance	Transition to ILS: Minimum altitude (ft.)	Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude at glide slope interception inbound (ft.)	Altitude of glide slope and distance to approach end of runway: At outer marker:	Altitude of glide slope and distance to approach end of runway: At middle marker:	Ceiling and visibility minimums: Conditions	Ceiling and visibility minimums: Type of aircraft: 75 m. p. h. or less	Ceiling and visibility minimums: Type of aircraft: More than 75 m. p. h.	If visual contact not established upon descent to authorized landing minimums, or if landing not accomplished, remarks
NASHVILLE, TENN. Berry Field, 606′ 109.9 mc, BNA LMM: 356 kc, NA LOM: 375 kc, BN Procedure No. 1	Nashville VOR	LOM	250—7.0	2,500	E side S course: 195 outbound. 015 inbound. 2,500′ within 5 miles of LOM.	2,500	2,000—5.70	840—0.81	T-dn C-dn S-dn 2L A-dn	300-1.0 500-1.0 400-3/4 800-2.0	300-1.0 500-1.5 400-3/4 800-2.0	Climb to 2,000′ on NW course of Nashville LFR within 25 miles, or as directed by ATC, turn right, climb to 2,500′ on NE course of Nashville LFR within 25 miles.
	Nashville LFR	LOM	212—8.0	2,500								
	Walterhill FM	LOM	284—20.0	2,500								
	Fairview FM	LOM	078—23.0	2,500								
	Int. NW course Nashville LFR and N crs ILS	LOM	194—11.0	2,500								
Procedure No. 2—Using Back Course ILS localizer	Int. NW course Nashville LFR and SW course Bowling Green LFR (Greenbrier Int.)	Int. N course ILS and NW course Nashville LFR	151—21.0	2,000	W side N course: 015 outbound. 195 inbound. 2,000′ within 5 miles of Int. and NW course Nashville LFR).	(*) — 2,000 (Min. alt over Int. N course ILS and NW course LFR).	(*)—4.0 (From Int. N course ILS & NW course Nashville LFR).	(*)	T-dn C-dn# A-dn	300-1.0 500-1.0 800-2.0	300-1.0 500-1.5 800-2.0	Proceed to outer marker, climb to 2,500′, or when directed by ATC, turn left, climb to 2,500′ on NE course Nashville LFR within 25 miles. *No glide slope installed on N course ILS. #Straight-in runway 20R.
	Nashville LFR	do	331—4.0	2,000								
	Nashville VOR	do	336—8.0	2,000								
NEWARK, N. J. Newark Airport, 18′ 110.3 mc, EWR LMM: 359 kc, WR LOM: 400 kc, EW Procedure No. 1	Int. E course Allentown LFR and SW course Newark LFR.	SW course ILS	080—13.0	1,500	E side SW course: 217 outbound. 037 inbound. 1,500′ within 5 miles of LOM.	1,500	1,500—5.63	245—0.66	T-dn C-dn S-dn 4 A-dn	300-1.0 600-1.0 400-3/4 800-2.0	300-1.0 600-1.5 400-3/4 800-2.0	Climb to 1,000′ on NE course ILS, make climbing left turn, climb to 2,000′ on direct course to Paterson Rbn, or as directed by ATC.
	Int. W course Matawan VAR and SW course ILS.	SW course ILS	037—0.0	1,500								
	Matawan VAR	SW course ILS	356—11.0	1,500								
NEW BEDFORD, MASS. New Bedford Airport, 79′ 109.5 mc, EWB LMM: 201 kc, WB LOM: None Procedure No. 1	Int. E course Providence LFR and SW course ILS.	Outer marker	233—1.5	1,400	S side SW course: 233 outbound. 053 inbound. 1,400′ within 10 miles of OM (NA beyond 10 miles)	1,400	1,240—4.40	265—0.66	T-dn C-dn S-dn 5 A-dn	300-1.0 500-1.0 400-3/4 800-2.0	300-1.0 600-1.5 400-3/4 800-2.0	Make standard rate climbing turn to the right, climb to 1,400′ on SW course ILS. Hold on E side of ILS between LMM and 2 min SW.
NEW ORLEANS, LA. Moisant Intn'l Airport, 3′ 109.9 mc, MSY LMM: None LOM: 219 kc, MS Procedure No. 1	New Orleans LFR	W course ILS	271—4.5	1,400	S side W course: 279 outbound. 099 inbound. 1,400′ within 5 miles of LOM.	1,040	1,040—3.92	220—0.67	T-dn C-dn S-dn 10 A-dn	300-1.0 500-1.0 400-3/4 800-2.0	300-1.0 500-1.5 400-3/4 800-2.0	Climb to 1,400′ on E course ILS within 25 miles, or as directed by ATC.
	La Place FM and Rbn	W course ILS (final).	120—3.0	1,040								
	New Orleans VOR	LOM	313—4.5	1,100								

INSTRUMENT LANDING SYSTEM PROCEDURES—Continued

City and State; airport name; elevation; Localizer: frequency and identification; LMM: frequency and identification; LOM: frequency and identification; procedure No.	Transition to ILS				Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude at glide slope interception inbound (ft.)	Altitude of glide slope and distance to approach end of runway		Ceiling and visibility minimums			If visual contact not established upon descent to authorized landing minimums, or if landing not accomplished, remarks
	From—	To—	Course and distance	Minimum altitude (ft.)			At outer marker:	At middle marker:	Conditions	Type of aircraft: 75 m. p. h. or less	Type of aircraft: More than 75 m. p. h.	
NEW YORK, N. Y. La Guardia Field, 20′ 109.9 mc; LGA Procedure No. 2—Using Back Course ILS localizer	Int. NE course La Guardia LFR and NE course Newark LFR.	New Rochelle Rbn	222—14.0	1,500	W side NE course: 043 outbound. 223 inbound. 1,500′ within 5 miles of New Rochelle Rbn.	1,000* (Over New Rochelle Rbn on final approach)	(**)—8.8 (From New Rochelle Rbn)	(**)—3.2 (From La Guardia LFR)	T-dn C-dn S-dn 22 A-dn	300-1.0 500-1.0 400-1.0 800-2.0	300-1.0 600-1.5 400-1.0 800-2.0	Climb to 1,500′ (or at a higher altitude when requested by ATC) on SW course ILS. *Minimum altitude over La Guardia LFR is 800′. Descend to landing minimums after passing La Guardia LFR. **Not applicable. NOTE: Standard clearance not provided over 422′ msl tank 2 miles N of airport and over Empire State Building 6 miles SW of airport.
	Int. NW course La Guardia LFR and S course Poughkeepsie LFR.	New Rochelle Rbn	109—16.0	1,900								
	La Guardia LFR	New Rochelle Rbn	042—6.0	1,500								
	Port Chester FM (final)	New Rochelle Rbn	222—10.0	1,000								
	Int. E course La Guardia LFR and NE course Idlewild LFR.	New Rochelle Rbn	305—8.0	1,500								
New York International Airport, 12′. 109.5 mc; IDL LMM: None LOM: None Procedure No. 1	Int. SE course Newark LFR and SW course ILS.	Outer marker	042—11.2	1,000	S side SW course: 222 outbound. 042 inbound. 1,200′ within 5 miles of OM.	1,000	770—2.90	230—0.63	T-dn C-dn S-dn 4 A-dn	300-1.0 500-1.0 400-3/4 800-2.0	300-1.0 600-1.5 400-3/4 800-2.0	Climb to 500′ on NE course ILS, make climbing turn to right to a heading of 130° intersecting SW course of Mitchel LFR, continue climb to 1,500′ (or at a higher altitude when requested by ATC) outbound on SW course of Mitchel LFR. CAUTION: 278′ msl stack, 1.7 miles SSE of runway 1R.
	Idlewild LFR	Outer marker	222—0.0	1,200								
NIAGARA FALLS, N. Y. Niagara Falls Airport, 590′ 109.7 mc, GFS LMM: 233 kc, FS LOM: 329 kc, GF Procedure No. 1	Wolcottsville FM	LOM	286—14.0	2,000	N side E course: 098 outbound. 278 inbound. 2,000′ within 5 miles of LOM.	2,000	1,830—4.60	810—0.70	T-dn C-dn S-dn 27 A-dn	300-1.0 500-1.0 400-1.0 800-2.0	300-1.0 500-1.5 400-1.0 800-2.0	Climb to 2,000′ on W course ILS, or as directed by ATC.
	Int. E course ILS and NE course Buffalo LFR.	LOM	278—15.0	2,000								
	Buffalo LFR	LOM	338—12.0	2,000								
NORFOLK, VA. Norfolk Airport, 26′ 109.9 mc; ORK LMM: None LOM: 391 kc, OR Procedure No. 1	Norfolk LFR	LOM	224—0.9	1,400	S side SW course: 224 outbound. 044 inbound. 1,400′ within 5 miles of LOM.	1,400	1,050—4.20	220—0.63	T-dn C-dn S-dn# 4 A-dn	300-1.0 500-1.0 400-3/4 800-2.0	300-1.0 500-1.5 400-3/4 800-2.0	Turn right and climb to 1,400′ on SW course of ILS. #400-1 day and night required when approach lights are inoperative.
	Int. SW course ILS and S course Langley LFR.	LOM	044—7.0	1,400								
OKLAHOMA CITY, OKLA. Will Rogers Field, 1,283′. 109.9 mc, OKC LMM: 201 kc, KC LOM: 219 kc, OK Procedure No. 1	Int. 229° brg to Okla. City VOR and N crs ILS.	LOM	170—11.0	2,500	E side S course. 170 outbound. 350 inbound. 2,500′ within 5 miles of LOM.	2,500	2,500—4.77	1,475—0.61	T-dn C-dn S-dn 35 A-dn	300-1.0 500-1.0 400-3/4 800-2.0	300-1.0 500-1.5 400-3/4 800-2.0	Climb to 3,000′ on N course ILS within 25 miles, or as directed by ATC.
	Oklahoma City VOR	LOM	151—10.0	2,500								
	Oklahoma City LFR	LOM	150—6.0	2,500								
	Int. N crs Okla. City LFR and N crs ILS.	LOM	170—16.0	2,500								
	Oklahoma City FM	LOM	197—7.0	2,500								
	Washington FM	LOM	334—15.0	2,500								
	Mustang FM	LOM	106—11.0	2,500								

INSTRUMENT LANDING SYSTEM PROCEDURES—Continued

City and State; airport name; elevation; Localizer: frequency and identification; LMM: frequency and identification; LOM: frequency and identification; procedure No.	Transition to ILS				Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude at glide slope interception inbound (ft.)	Altitude of glide slope and distance to approach end of runway		Ceiling and visibility			If visual contact not established upon descent to authorized landing minimums, or if landing not accomplished, remarks
	From—	To—	Course and distance	Minimum altitude (ft.)			At outer marker:	At middle marker:	Conditions	Type of aircraft: 75 m. p. h. or less	Type of aircraft: More than 75 m. p. h.	
ONTARIO, CALIF. Ontario International Airport, 952′ 108.3 mc; ONT LMM: 219 kc, NT LOM: 347 kc, ON Procedure No. 1	Ontario VOR	LMM	348—8.2	2,500*	S side E course: 075 outbound. 255 inbound. 3,200′ within 10 miles of LOM (NA beyond 10 miles N course Riverside LFR).	2,740	2,120—4.50	1,140—0.66	T-dn C-dn S-dn 25 A-dn	300-1.0 500-1.0 400-3/4 800-2.0	300-1.0 600-1.5 400-3/4 800-2.0	Climb to 4,000′ and hold E of the Int. W course ILS and NE course Long Beach LFR in a nonstandard 2 min. pattern, or as directed by ATC. *Must be on top, with tops at Ontario not above 5,000′ msl. #When tops are 5,000′ or below, transition from Riverside LFR to Int. E course ILS authorized at 5,000′, with straight-in approach to Ontario International authorized from on top at glide slope intersection. When tops are above 5,000′, use procedure outline in note @. @When established on localizer course westbound, descent westbound and make S procedure turn between LMM and Int. W course ILS and NE course Long Beach LFR at not below 4,000′. Recross LOM eastbound at not below 3,200′. CAUTION: High terrain N—all maneuvering on S side of localizer course.
	Fontana FM	LMM	224—13.0	5,000*								
	Downey FM and Rbn	W course ILS	055—21.0	2,500*								
	Int. N course Riverside LFR and E course ILS.	LOM	255—9.5	10,000#@								
PHILADELPHIA, PA. Philadelphia International Airport, 10′. 108.3 mc, PHL LMM; 201 kc, HL LOM; 219 kc, PH Procedure No. 1	Boothwyn FM	W course ILS	085—0.0	1,500	S side W course: 265 outbound. 085 inbound. 1,500′ within 10 miles of LOM. 1,700′ within 15 miles.	1,500	1,410—5.28	220—0.66	T-dn C-dn S-dn 9 A-dn	300-1.0 500-1.0 400-3/4 800-2.0	300-1.0 500-1.5 400-3/4 800-2.0	Climb to 1,800′ on NE course of Philadelphia LFR, or as directed by ATC.
	Philadelphia LFR	LOM	253—2.5	1,500								
PITTSBURGH, PA. Allegheny County Airport 1,252′ 109.5 mc, AGC LMM; None LOM; None Procedure No. 1	Pittsburgh LFR	Outer marker	091—8.0	2,600	N side E course: 095 outbound. 275 inbound. 2,600′ within 5 miles of OM.	2,600	2,510—4.70	1,460—0.65	T-dn C-dn S-dn 27 A-dn	300-1.0 500-1.0 400-3/4 800-2.0	300-1.0 500-1.5 400-3/4 800-2.0	Climb to 3,000′ on W course Pittsburgh LFR, proceed to Cecil holding pattern, or as directed by ATC. NOTE: Approaches may also be conducted from McKeesport Rbn. Glide slope altitude on final approach over McKeesport Rbn is 3,000′.
	McKeesport Rbn	Outer marker	275—1.7	2,600								
	Int. SE crs Pittsburgh LFR and NE crs Morgantown LFR	McKeesport Rbn	322—16.8	2,500								
Greater Pittsburgh Airport 1,168′ 110.3 mc, PIT LMM; None LOM; 201 kc, PI Procedure No. 1	Cecil Rbn	LOM	013—8.0	2,600	E side SE course: 141 outbound. 321 inbound. 2,600′ within 5 miles of LOM.	2,500	2,495—4.70	1,415—0.67	T-dn C-dn S-dn 32 A-dn	300-1.0 500-1.0 400-3/4 800-2.0	300-1.0 500-1.5 400-3/4 800-2.0	Make a climbing left rurn, climb to 2,500′ (or at a higher altitude when requested by ATC) and proceed to Clinton Rbn.
	Butler Rbn	LOM	214—21.0	2,900								
	McKeesport Rbn	LOM	291—19.0	2,700								
	Clinton Rbn	LOM	119—10.0	2,600								
	Greater Pittsburgh Rbn	LOM	226—4.5	2,600								
QUINCY, ILL. Baldwin-Quincy Airport, 769′ 110.3 mc, UIN LMM: 308 kc, IN LOM: 293 kc, UIN (Quincy Rbn at OM site) Procedure No. 1	Quincy VOR	Quincy Rbn	020—3.0	1,800	S side SW course: 214 outbound. 034 inbound. 1,800′ within 5 miles of OM.	1,800	1,834—4.44	952—0.69	T-dn C-dn S-dn 3 A-dn	300-1.0 500-1.0 400-3/4 800-2.0	300-1.0 500-1.5 400-3/4 800-2.0	Climb to 1,900′ on NE course ILS within 25 miles or as directed by ATC. CAUTION: 1,560′ msl tower located approximately 6.5 miles WNW of airport.

INSTRUMENT LANDING SYSTEM PROCEDURES—Continued

City and State; airport name; elevation; Localizer: frequency and identification; LMM: frequency and identification; LOM: frequency and identification; procedure No.	Transition to ILS: From—	Transition to ILS: To—	Transition to ILS: Course and distance	Transition to ILS: Minimum altitude (ft.)	Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude at glide slope interception inbound (ft.)	Altitude of glide slope and distance to approach end of runway: At outer marker:	Altitude of glide slope and distance to approach end of runway: At middle marker:	Ceiling and visibility minimums: Conditions	Ceiling and visibility minimums: Type of aircraft: 75 m. p. h. or less	Ceiling and visibility minimums: Type of aircraft: More than 75 m. p. h.	If visual contact not established upon descent to authorized landing minimums, or if landing not accomplished, remarks
RALEIGH, N. C. Raleigh-Durham Airport 435′ 108.3 mc, RDU LMM: 251 kc, DU LOM: 281 kc, RD Procedure No. 1	Raleigh LFR	LOM	262—8.0	2,000	N side SW course: 229 outbound. 049 inbound. 1,600′ within 5 miles of LOM.	1,520	1,520—4.43	610—0.62	T-dn C-dn S-dn 5 A-dn	300-1.0 500-1.0 400-3/4 800-2.0	300-1.0 500-1.5 400-3/4 800-2.0	Climb to 1,800′ on NE course Raleigh LFR within 25 miles, or when directed by ATC, turn left, climb to 2,000′ on NW course of Raleigh LFR within 25 miles.
	Int. NW course Raleigh LFR and SW course ILS.	LOM	229—5.0	1,600								
	Raleigh VOR	LOM	303—12.0	2,000								
READING, PA. General Spaatz Airport, 343′ 109.5 mc, RDG LMM: None LOM: 230 kc, RD Procedure No. 1	Int. SW course Allentown LFR and S course ILS.	Outer marker	181—3.8	2,500	E side S course: 81 outbound. 001 inbound. 2,100′ within 5 miles of LOM.	2,100	1,540—4.50	535—0.59	T-dn# C-dn S-dn 36 A-dn	300-1.0 600-2.0 500-1.0 1,000-2.0 (BCOB)	300-1.0 800-2.0 500-1.0 1,000-2.0 (BCOB)	Climb to 2,500′ on course of 360° from LOM within 10 miles. #Takeoff on runways 18 and 13, make right turn as soon as practicable to avoid 1,236′ mountain and tower located 3.5 miles SE of airport.
ROCK SPRINGS, WYO. Rock Springs Airport, 6,752′ 110.3 mc, RKS LMM: 201 kc, KS LOM: None Procedure No. 1	Rock Springs LFR	LOM	090—1.5	9,200	N side E course: 074 outbound. 254 inbound. 9,200′ within 5 miles of OM.	8,700	7,850—4.50	6,950*—0.70	T-dn# C-d C-n S-dn* 25 A-dn	300-1.0 500-1.0 500-2.0 400-3/4 800-2.0	300-1.0 500-1.5 500-2.0 400-3/4 800-2.0	Climb to 10,000′ on W course Rock Springs LFR. *When glide slope or approach lights are inoperative, circling approach minimums apply and descent to 7,260′ msl authorized at middle marker. #Night takeoffs authorized on runways 7 and 25 only.
	Int. E crs ILS and W crs Rock Springs LFR.	LOM	074—4.5	9,200								
	Point of Rocks FM	E course ILS	235—7.0	9,200								
	Rock Springs VOR	E course ILS	062—2.5	9,200								
SACRAMENTO, CALIF. Sacramento Airport, 21′ 110.3 mc, SAC LMM: 263 kc, AC LOM: 356 kc, SA Procedure No. 1	Sacramento VOR	SW course ILS (LOM)	018—0.7	1,200	S side SW course: 196 outbound. 016 inbound. 1,200′.*	1,169	1,169—4.60	213—0.59	T-dn C-dn S-dn 2 A-dn	300-1.0 500-1.0 400-3/4 800-2.0	300-1.0 600-1.5 400-3/4 800-2.0	Climb to 2,500′ on NE course Sacramento LFR within 20 miles, or on course of 022° from Sacramento VOR within 20 miles, or as directed by ATC. *Procedure turn not authorized beyond Clarksburg FM.
	Sacramento LFR	SW course ILS (LOM)	187—3.0	1,200								
	Clarksburg FM	SW course ILS (LOM)	022—8.0	1,200								
	Travis LFR	SW course ILS (LOM)	043—19.0	1,200								
	Int. SE crs Sacramento LFR and N crs Stockton LFR (Galt Int.).	SW course ILS (LOM)	298—16.0	1,200								
ST. JOSEPH, MO. Rosecrans Memorial Airport, 821′ 110.3 mc, STJ LMM: None LOM: 287 kc, ST Procedure No. 1	St. Joseph LFR	LOM	167—2.5	2,300	E side S course: 172 outbound. 352 inbound. 2,300′ within 10 miles of LOM*.	2,300	2,261—6.05	1,066—0.86	T-dn C-d C-n S-dn 35 A-dn	300-1.0 500-1.0 500-1.5 400-3/4 800-2.0	300-1.0 700-1.5 700-1.5 400-3/4 800-2.0	Climb to 2,400′ on N course ILS within 25 miles, or as directed by ATC. *Procedure turn beyond 10 miles NA due to conflicting Kansas City traffic.
	St. Joseph VOR	N course ILS	153—3.0	2,400								
ST. LOUIS, MO. Lambert-St. Louis Airport, 558′ 110.3 mc, STL LMM: 201 kc, TL LOM: 219 kc, ST Procedure No. 1	St. Louis VOR	Outer marker	110—12.0	1,800	N side NE course: 058 outbound. 238 inbound. 1,800′ within 5 miles of LOM.	1,800	1,800—4.84	750—0.64	T-dn C-dn S-dn 24 A-dn	300-1.0 500-1.0 400-3/4 800-2.0	300-1.0 500-1.5 400-3/4 800-2.0	Climb to 2,000′ on SW course ILS within 25 miles, or as directed by ATC.
	Int. NW crs Scott LFR and NE crs ILS.	Outer marker	238—8.0	1,800								
	Int. SW crs ILS and NE crs Vichy LFR.	Outer marker	058—57.0	3,000								
	St. Louis LFR	NE course ILS (outbound).	035—1.0	1,800								
	Jerseyville Int	LOM	169—22.0	1,800								
	Int. NW crs Scott LFR and E crs St. Louis LFR.	NE course ILS.	285—3.5	1,800								

INSTRUMENT LANDING SYSTEM PROCEDURES—Continued

City and State; airport name; elevation; Localizer: frequency and identification; LMM: frequency and identification; LOM: frequency and identification; procedure No.	Transition to ILS				Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude at glide slope interception inbound (ft.)	Altitude of glide slope and distance to approach end of runway		Ceiling and visibility minimums			If visual contact not established upon descent to authorized landing minimums, or if landing not accomplished, remarks
	From—	To—	Course and distance	Minimum altitude (ft.)			At outer marker:	At middle marker:	Conditions	Type of aircraft: 75 m. p. h. or less	Type of aircraft: More than 75 m. p. h.	
SALT LAKE CITY, UTAH Salt Lake City Airport No. 1, 4,222′ 110.3 mc, SLC LMM: 201 kc, LC LOM: 239 kc, SL Procedure No. 2*	Riverton FM	S course ILS	343—0.0	7,500	No procedure turn authorized. Final approach courses: 163 outbound. 343 inbound.	7,500	5560—4.69	4440—0.71	T-dn C-dn S-dn 34 A-dn	300-1.0 800-2.0 400-1.0 800-2.0	300-1.0 800-2.0 400-1.0 800-2.0	Climb to cross Salt Lake City LFR at not above 6,500′, then climb to 8,000′ on W course Salt Lake City LFR to Stansbury Int., then climb to 9,000′ on course of 335° to Promontory Point Rbn. ALTERNATE PROCEDURE: (when directed by ATC), climb to cross Salt Lake City LFR at not above 6,500′, then climb to 11,000′ on W course Salt Lake City LFR *This procedure for stratus conditions only; aircraft must be on top, inbound on glide slope, before starting final approach; tops between Riverton FM and Salt Lake City LFR not to exceed 7,500′ msl (otherwise procedure No. 1 will be used.)
SAN ANTONIO, TEX. San Antonio Airport, 800′ 109.9 mc, SAT LMM: 201 kc, AT LOM: 219 kc, SA Procedure No. 1 Procedure No. 2—using back course ILS localizer.	San Antonio LFR (SAT)	SW course ILS	174—3.6	2,200	W side SW course: 211 outbound. 031 inbound. 2,200′ within 5 miles of LOM.	2,050	2,050—4.38	1,000—0.68	T-dn C-dn S-dn 3 A-dn	300-1.0 500-1.0 400-3/4 800-2.0	300-1.0 500-1.5 400-3/4 800-2.0	Climb to 2,500′ on NE course ILS within 15 miles, or as directed by ATC.
	San Antonio VOR	Outer marker	186—12.0	2,200								
	Int. E course San Antonio LFR and NE cours ILS.	Outer marker	211—8.8	2,200								
	Kelly LFR (SKF)	Outer marker	039—8.3	2,200								
	Int. S course San Antonio LFR and SE course Kelly LFR.	SW course ILS	318—13.0	2,200								
	Int. SW course KellyLFR and SW course ILS.	Outer marker	031—12.0	2,200								
	San Antonio VOR	NE course ILS	142—5.0	2,400	N side NE course: 031 outbound. 211 inbound. 2,400′ within 15 miles of Int. 322° bearing to VOR or Int. E course LFR (NA beyond 15 miles)	(*) 1,800 (over Int 322° bearing to SanAntonio VOR or Int. E course San Antonio LFR).	(*) 3.5 (From Int.322° bearing to San Antonio VOR or Int. E course San Antonio LFR).	(*)	T-dn C-dn S-dn 21 A-dn	300-1.0 500-1.0 400-1.0 800-2.0	300-1.0 500-1.5 400-1.0 800-2.0	Climb to 2,200′ on S course San Antonio LFR or course of 174° from San Antonio VOR within 25 miles, or as directed by ATC. *No glide slope facility.
	San Antonio LFR	NE course ILS.	084—2.5	2,400								
	Int. S course San Antonio LFR and SW course ILS.	Int. E course San Antonio LFR and NE course ILS.	031—4.5	2,200								
SAN FRANCISCO, CALIF. San Francisco Airport. 11′ 109.5 mc, SFO LMM: 203 kc, FO LOM: 350 kc, SF Procedure No. 1	San Francisco LFR	Belmont FM (via SE course San Francisco LFR).*	106—6.0	1,700	No procedure turn authorized. Final approach courses: 101 outbound. 281 inbound.	1,660	1,660—6.40	230—0.66	T-dn C-dn S-dn 28 A-dn	300-1.0 500-1.0 400-3/4 800-2.0	300-1.0 600-1.5 400-3/4 800-2.0	Climb to 3,000′ on NW course San Francisco LFR within 25 miles or as directed by ATC. *After passing through Belmont FM, make left turn of 180° to intercept localizer course SE of LOM inbound (281°). **After takeoff from Oakland Airport home on San Francisco LOM, making good a track of 176° while climbing to 2,000′. Cross LOM at 3,000′ and execute standard rate left turn to intercept localizer course SE of LOM inbound.
	Moffet LFR	LOM	299—18.0	1,700								
	Half Moon Bay Int	LOM	034—12.0	3,500								
	Oakland LFR	LOM	175—12.0	2,000								
	Newark RM and Rbn	LOM	253—12.0	2,000								
	Saratoga Int	LOM	333—24.0	5,000								
	Oakland Airport	LOM	176—11.0	(**)								
	Oakland VOR	LOM	167—11.0	2,000								
	San Francisco VOR	LOM	288—20.0	1,700								

INSTRUMENT LANDING SYSTEM PROCEDURES—Continued

City and State; airport name; elevation; Localizer: frequency and identification; LMM: frequency and identification; LOM: frequency and identification; procedure No.	Transition to ILS: From—	Transition to ILS: To—	Transition to ILS: Course and distance	Transition to ILS: Minimum altitude (ft.)	Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude at glide slope interception inbound (ft.)	Altitude of glide slope and distance to approach end of runway: At outer marker:	Altitude of glide slope and distance to approach end of runway: At middle marker:	Ceiling and visibility minimums: Conditions	Ceiling and visibility minimums: Type of aircraft: 75 m. p. h. or less	Ceiling and visibility minimums: Type of aircraft: More than 75 m. p. h.	If visual contact not established upon descent to authorized landing minimums, or if landing not accomplished, remarks
SAULT STE MARIE, MICH. Kinross AFB, 799′ 110.3 mc, INR LMM: 201 kc, NR LOM: 219 kc, IN Procedure No. 1	Sault Ste Marie LFR	LOM	236—13.0	2,300	W side NW course: 335 outbound. 155 inbound. 2,300′ within 5 miles of LOM.	2,300	2,211—6.05*	971—0.67*	T-dn C-dn S-dn 15 A-dn	300-1.0 500-1.0 400-3/4 800-2.0	300-1.0 500-1.5 400-3/4 800-2.0	Climb to 2,300′ on SE course of the ILS within 25 miles. *Outer and middle markers and middle marker compass locator not monitored—outer marker compass locator only monitored.
	Int. W course Sault Ste Marie LFR and NW course ILS.	LOM	155—13.0	2,300								
	Int. S crs Sault Ste Marie LFR and SE course ILS.	LOM	335— 9.0	2,300								
SHREVEPORT, LA. Greater Shreveport Airport, 252′ 110.3 mc, SHV LMM: 201 kc, HV LOM: 219 kc, SH Procedure No. 1	Shreveport VOR	LOM	183—19.0	1,700	W side NW course: 315 outbound. 135 inbound. 1,400′ within 25 miles of LOM.	1,400	1,400—4.31	455—0.62	T-dn C-dn S-dn 13 A-dn	300-1.0 500-1.0 400-3/4 800-2.0	300-1.5 500-1.5 400-3/4 800-2.0	Climb to 1,500′ on SE course ILS within 25 miles, or when directed by ATC, climb to 1,500′, intercept and proceed SW on SW course Barksdale LFR within 25 miles or on course of 080° from Shreveport VOR within 25 miles.
	Dixie Rbn	LOM	182—14.0	1,400								
	Shreveport LFR	LOM	227— 8.0	1,400								
	Int. SW course Barksdale LFR and S course Shreveport LFR.	LOM	300—12.0	1,400								
	Int. W course Shreveport LFR and NW crs ILS.	LOM	135— 8.0	1,400								
	Int 341° brg to Shreveport VOR and SE course ILS.	LOM	315—16.0	1,400								
	Int. 087° bearing to Shreveport VOR and NW course ILS.	LOM	135—25.0	1,400								
SYRACUSE, N. Y. Hancock Airport, 419′ 109.9 mc, SYR LMM: None LOM: 221 kc, SY Procedure No. 1	Syracuse LFR	LOM	099—13.0	1,900	N side E course: 098 outbound. 278 inbound. 1,600′ within 5 miles of LOM.	1,600	1,535—4.40	635-0.71	T-dn# C-dn S-dn 28 A-dn	300-1.0 700-1.0 400-3/4 800-2.0	300-1.0 700-1.5 400-3/4 800-2.0	Climb to 2,000′ on W course ILS. #600-1 required for takeoff to SE. CAUTION: 833′ msl radio tower located 1.3 miles SE of airport.
	Syracuse VOR	LOM	121—10.0	1,900								
	Int. E course Syracuse LFR and 335° bearing to LOM	LOM	335—3.0	1,900								
	Int. E course Syracuse LFR and SW course Utica LFR	E course ILS	310—13.0	2,500								
Procedure No. 2—using back course ILS localizer	Syracuse LFR	W course ILS	110—1.0	*2,000	S side W course: 278 outbound. 098 inbound. 2,000′ within 5 miles of Int. 010° bearing to Syracuse VOR and W course ILS.	(**) 1,400 (minimum altitude on final approach after passing S course Syracuse LFR or 055° bearing to Syracuse VOR)	(**) 1,400 4.0 (altutide on final approach over, and distance from Int. 010° bearing to Syracuse VOR and W course ILS)	(**)	T-dn# C-dn S-dn A-dn	300-1.0 700-1.0 500-1.0 800-2.0	300-1.0 700-1.5 500-1.0 800-2.0	Make a left climbing turn, climb to 2,000′ returning to Syracuse LFR, or as directed by ATC. *Straight-in approach authorized from the W. Descend to authorized landing minimums after passing Int. 010° bearing to Syracuse VOR and W course ILS. #600-1 required for takeoff to the SE. CAUTION: 833′ msl radio tower, 1.3 miles SE and 935′ msl radio tower, 3 miles SW of airport. **No glide slope on W course ILS.
	Syracuse VOR	W course ILS	235—6.0	1,700								
TAMPA, FLA. International Airport, 26′ 110.3 mc, TPA LMM: None LOM: 251 kc, TP Procedure No. 1	Int. N course Tampa LFR and N course ILS.	LOM	180—16.3	1,000	W side N course: 360 outbound. 180 inbound. 1,250′ within 5 miles of LOM.	1,220	1,220—4.70	220—0.61	T-dn C-dn S-dn 18 A-dn	300-1.0 500-1.5 400-3/4 800-2.0	300-1.0 500-1.0 400-3/4 800-2.0	Climb to 1,300′ on SE course Tampa LFR or as directed by ATC.
	Tampa LFR	ILS localizer	336— 5.8	1,500								
	Tampa VOR	LOM	053—17.2	1,300								
Procedure No. 2—using back course ILS localizer	Tampa LFR	Int. SW course Tampa LFR and S course ILS	210—5.0	1,300	W side S course*: 180 outbound. 360 inbound. 1,300′ within 5 miles of Int. SW course Tampa LFR and S course ILS.	1,300** (over Int. SW course Tampa LFR and S course ILS)	(**) 7.0 (from Int. SW course Tampa LFR and S course ILS)	(**)	T-dn C-dn A-dn	300-1.0 500-1.0 800-2.0	300-1.0 500-1.5 800-2.0	Climb to 1,300′ on N course ILS. *Deviation authorized to avoid traffic confliction with McDill AFB. **No glide slope on S course ILS. NOTE: Straight-in to Runway 36.

INSTRUMENT LANDING SYSTEM PROCEDURES—Continued

City and State; airport name; elevation; Localizer: frequency and identification; LMM: frequency and identification; LOM: frequency and identification; procedure No.	Transition to ILS				Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude at glide slope interception inbound (ft.)	Altitude of glide slope and distance to approach end of runway		Ceiling and visibility minimums			If visual contact not established upon descent to authorized landing minimums, or if landing not accomplished, remarks
	From—	To—	Course and distance	Minimum altitude (ft.)			At outer marker:	At middle marker:	Conditions	Type of aircraft: 75 m. p. h. or less	Type of aircraft: More than 75 m. p. h.	
TETERBORO, N. J. Teterboro Airport, 7' 108.1 mc, TEB LMM: None LOM: None Procedure No. 1	Chatham Rbn	SW course ILS	095—12.0	2,000	W side SW course:** 239 outbound. 059 inbound. 1,800' within 5 miles of OM.	1,400	1,360—4.70	230—0.64	T-dn C-dn S-dn# 6 A-dn	300-1.0 900-1.0 600-1.0 1,000-2.0	300-1.0 1,000-1.5 600-1.0 1,000-2.0	Climb to 1,000' on heading of 059°, turn left; climb to 2,000' on ADF course to Paterson Rbn. #700-1 required when approach lights are inoperative. *If radar vectoring is employed, aircraft may be authorized to start descent to 1,400' after passing NW course Idlewild LFR for a straight-in approach following this transition. **Procedure turn W to avoid traffic.
	Newark LOM	SW course ILS	348—7.0	1,800*								
	Paterson Rbn	Outer marker	186—10.0	2,000								
	Caldwell VOR	Outer marker	114—13.0	2,000								
TRI-CITY (Bristol), TENN. Tri-City Airport, 1,524' 109.9 mc., TRI LMM: 201kc., RI LOM: 239 kc., TR Procedure No. 1	Tri-City LFR	LOM	116—2.5	3,000	N side E course: 090 outbound. 270 inbound. 3,000' within 5 miles of LOM.	3,000	2,740—4.30	1,750—0.65	T-dn C-d C-n S-dn 27 A-dn	300-1.0 700-1.0 700-1.5 600-3/4 1,000-2.0	300-1.0 800-1.5 800-2.0 600-3/4 1,000-2.0	Climb to 5,000' on SW course Tri-City LFR, or as directed by ATC. *Emmett Rbn is located 14.5 miles from runway; glide slope altitude 5,500' msl at Emmett Rbn. Descent inbound on glide slope not to be started until definitely past Emmett Rbn inbound on final.
	Int. SW course Tri-City LFR and 090° course to Tri-City VOR.	LOM	072—11.0	3,000								
	Int. 125° course to Tri-City VOR and 227° course to Knoxville VOR.	LOM	134—23.0	4,500								
	Emmett Rbn	LOM (final)	270—10.0	(*)								
	Tri-City LFR	Emmett Rbn	095—11.0	5,500								
	Int. SW course Tri-City LFR and E course ILS.	Emmett Rbn	090—14.0	5,500								
	Int. NE course Tri-City LFR and 210° course to Tri-City VOR.	Emmett Rbn	219—13.0	5,500								
WASHINGTON, D. C. Washington National Airport, 16' 109.9 mc., DCA LMM: 224 kc., CA LOM: None Procedure No. 1	Andrews LFR	Outer marker	305—10.0	1,500	W side S course:* 183 outbound. 003 inbound. 1,400' within 5 miles of OM.	1,400	1,360—5.30	205—0.62	T-dn C-dn S-dn 36 A-dn	300-1.0 600-1.0 400-3/4 800-2.0	300-1.0 600-1.5 400-3/4 800-2.0	If contact not established at LMM, make climbing turn to left as soon as practicable and climb to 1,800' (or to a higher altitude if directed by ATC) on NW course Washington LFR, or as directed by ATC. *Non-standard procedure turn to avoid Andrews AFB traffic. CAUTION: Standard clearance not provided over 596' msl monument, 1.8 miles N of airport.
	Springfield Rbn	Outer marker	103—12.0	1,500								
WILKES-BARRE, PA. Wilkes-Barre-Scranton Airport, 956' 110.3 mc., AVP LMM: 201 kc., VP LOM: None Procedure No. 1	Wilkes-Barre-Scranton LFR.	Crystal Lake Rbn.	199—8.0	3,500	E side SW course: 222 outbound. 042 inbound. 3,500' within 5 miles of OM.	3,500*	2,250—4.55	1,180—0.69	T-dn# C-d C-n S-dn 4 A-d A-n	600-1.0 900-1.5 1,300-2.0 600-2.0 1,200-2.0 1,600-3.0	600-1.0 1,000-2.0 1,300-2.0 600-2.0 1,200-2.0 1,600-3.0	Make a climbing left turn and climb to 4,000' on SW course Wilkes-Barre-Scranton LFR. #600-2 day, 800-2 night for Runways 10 and 16. *Minimum altitude over Crystal Lake Rbn is 3,500'. NOTE: This procedure premised on use of Crystal Lake Rbn and ILS glide slope. Rbn located 10.2 miles from approach end of Runway 4—frequency, 219 kc; identification, CYE. CAUTION: High terrain to E, SE and S of airport within 3 miles.
	Int. E course Wilkes-Barre-Scranton LFR and SW course ILS.	Crystal Lake Rbn.	222—11.0	3,500								
	Int. E course Williamsport LFR and SW course Wilkes-Barre-Scranton LFR.	Crystal Lake Rbn.	100—10.0	3,500								
	Wilkes-Barre-Scranton VOR.	Crystal Lake Rbn.	234—25.0	3,500								

INSTRUMENT LANDING SYSTEM PROCEDURES—Continued

City and State; airport name; elevation; Localizer: frequency and identification; LMM: frequency and identification; LOM: frequency and identification; procedure No.	Transition to ILS: From—	To—	Course and distance	Minimum altitude (ft.)	Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude at glide slope interception inbound (ft.)	Altitude of glide slope and distance to approach end of runway: At outer marker:	At middle marker:	Ceiling and visibility minimums: Conditions	Type of aircraft: 75 m. p. h. or less	More than 75 m. p. h.	If visual contact not established upon descent to authorized landing minimums, or if landing not accomplished, remarks
WILMINGTON, DEL. New Castle County Airport, 79′ 109.7 mc., ILG LMM: 383 kc., LG LOM: 400 kc., IL Procedure No. 1	New Castle LFR	Outer marker	189—3.5	1,500	E side S course: 193 outbound. 013 inbound. 1,600′ within 5 miles of LOM.	1,600	1,605—6.00	295—0.70	T-dn C-dn S-dn 1 A-dn	300-1.0 500-1.0 400-3/4 800-2.0	300-1.0 500-1.5 400-3/4 800-2.0	Make a climbing left turn as soon as practicable, climb to 1,500′ on S course ILS
	Int. S course New Castle LFR and SW course Millville LFR.	Outer marker	018—30.0	1,500								
WINDSOR LOCKS, CONN. Bradley Field, 173′ 110.3 mc., BDL LMM: None LOM: 239 kc., BD Procedure No. 1	Int. NW course Hartford LFR and SW course ILS.	LOM	057—3.5	2,500	S side SW course: 237 outbound. 057 inbound. 2,200′ within 5 miles of LOM.	(*)	(*) 1740—5.50 (Final approach altitude over and distance from OM)	(*) 0.66 (from MM)	T-dn C-dn S-dn 6 A-dn	300-1.0 500-1.0 400-1.0 800-2.0	300-1.0 500-1.5 400-1.0 800-2.0	Climb to 2,500′ on NE course of ILS, or when directed by ATC, make right climbing turn as soon as practicable, return to LOM at 2,500′. NOTE: Standard clearance not provided over ridge 1 mile N of LOM. *This procedure not premised on use of the glide slope.
	Int. E course Westfield LFR and NE course ILS.	LOM	237—19.0	2,500								
WINSTON-SALEM, N. C. Smith Reynolds Airport, 969′ 110.3 mc., INT LMM: 299 kc., NT LOM: 317 kc., IN Procedure No. 1	Winston-Salem LFR	LOM	328—0.6	2,000	SW side SE course: 148 outbound. 328 inbound. 2,100′ within 5 miles of LOM.	2,050	2,050—4.50	1,160—0.70	T-dn C-dn* S-dn 33 A-dn	300-1.0 500-1.0 400-3/4 800-2.0	300-1.0 600-1.5 400-3/4 800-2.0	Climb to 3,500′ on NW course Winston-Salem LFR within 25 miles, or when directed by ATC, turn right, climb to 2,100′ and return to LOM (right turn shall not be less than standard rate turn to avoid Greensboro traffic patterns). *CAUTION: 1,307′ msl building, 2.3 miles SSW of airport.
	Wallburn Int	LOM	328—5.0	2,000								
	Greensboro LFR	LOM	263—15.0	2,400								
	High Point FM (Thomas Int).	LOM	328—11.0	2,000								
	Greensboro VOR	LOM	282—11.0	2,400								
WORCESTER, MASS. Worcester Airport, 1009′ 109.5 mc., ORH LMM: None LOM: 254 kc., OR Procedure No. 1	Int. E course Westfield LFR and NE course Hartford LFR.	LOM	064—24.0	2,400	E side SE course: 152 outbound. 332 inbound. 2,200′ within 10 miles of LOM (NA beyond 10 miles).	2,200	2,150—4.60	1,205—0.66	T-dn C-dn S-dn 33 A-dn	300-1.0 500-1.0 400-3/4 800-2.0	300-1.0 600-1.5 400-3/4 800-2.0	Make left climbing turn and climb to 2,400′ om SE course ILS within 10 miles of LOM.
	Int. W course Boston LFR and N course Providence LFR.	LOM	254—31.0	2,400								
	Int. W course Boston LFR and NE course Hartford LFR	LOM	248—28.0	2,400								

5. The ground controlled approach procedures prescribed in § 609.13 are amended to read in part:

GROUND CONTROLLED APPROACH SYSTEM PROCEDURES

When a GCA instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the ground controller. From initial contact with GCA to final authorized landing minimums, the instructions of the GCA controller are mandatory except when (A) visual reference with the ground is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach.

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

City and State; airport name, elevation; GCA transmitting and guarding frequencies	Radar terminal area maneuvering altitudes by sectors and limiting distances	Ceiling and visibility minimums						Except when the ground controller may direct otherwise prior to final approach. A missed approach procedure shall be executed as provided below when: (A) communication on final approach is lost for more than 5 seconds; (b) directed by ground controller; (c) visual reference is not established upon descent to the authorized landing minimums; or (d) landing is not accomplished; remarks
		Runway No.	Condition	Precision approach (PAR)		Surveillance approach (ASR)		
				75 m. p. h. or less	More than 75 m. p. h.	75 m. p. h. or less	More than 75 m. p. h.	
ATLANTA, GA. Atlanta Airport, 1,024′ Transmits: 278 kc; 109.9, 119.1, 119.5, 120.7, 121.5, 126.18 mc. Guards: 3023.5, 3105 kc; 119.1, 119.5, 120.7, 121.5, 122.5, 126.18 mc.	----------	9R	T-dn	300-1.0	300-1.0	----------	----------	Climb to 2,000′ and proceed to Walnut Intersection via the SE course of Atlanta LFR.
			C-dn	500-1.0	500-1.5	----------	----------	
			S-dn	400-3/4	400-3/4	----------	----------	
			A-dn	800-2.0	800-2.0	----------	----------	
		9R, 27L, 33L	T-dn	----------	----------	300-1.0	300-1.0	
			C-dn	----------	----------	400-1.0	500-1.5	
			S-dn	----------	----------	400-1.0	500-1.5	
			A-dn	----------	----------	800-2.0	800-2.0	
		15R	T-dn	----------	----------	300-1.0	300-1.0	
			C-dn	----------	----------	600-1.0	600-1.5	
			S-dn	----------	----------	600-1.0	600-1.5	
			A-dn	----------	----------	800-2.0	800-2.0	
BOSTON, MASS. Logan Airport, 19′ Transmits: 278, 382 kc; 110.3, 118.1, 118.3, 119.9, 121.5, 126.18, 126.5, 257.8 mc. Guards: 3023.5, 3105 kc; 118.1, 118.3, 119.9, 121.5, 122.5, 126.18, 126.5, 257.8 mc.	----------	4R	T-dn	300-1.0	300-1.0	----------	----------	Climb to 1,300′ on N course Boston LFR, or when directed by ATC, make a right climbing turn to 1,500′ on the E course of Boston LFR. *600-1.0 required when circling W of airport. #500-1.0 on Runways 27 and 33. CAUTION: 370′ stack SW of airport.
			C-dn	500-1.0*	600-1.5	----------	----------	
			S-dn	400-3/4	400-3/4	----------	----------	
			A-dn	800-2.0	800-2.0	----------	----------	
		9	T-dn	----------	----------	300-1.0	300-1.0	
			C-dn	----------	----------	900-1.0	900-1.5	
			S-dn	----------	----------	900-1.0	900-1.5	
			A-dn	----------	----------	900-2.0	900-2.0	
		4L, 4R, 15	T-dn			300-1.0	300-1.0	
			C-dn			700-1.0	700-1.5	
			S-dn			700-1.0	700-1.5	
			A-dn			800-2.0	800-2.0	
		22L, 22R, 27, 33	T-dn			300-1.0	300-1.0	
			C-dn			600-1.0	600-1.5	
			S-dn			600-1.0#	600-1.5	
			A-dn			800-2.0	800-2.0	

GROUND CONTROLLED APPROACH SYSTEM PROCEDURES—Continued

City and State; airport name, elevation; GCA transmitting and guarding frequencies	Radar terminal area maneuvering altitudes by sectors and limiting distances	Ceiling and visibility minimums						Except when the ground controller may direct otherwise prior to final approach. A missed approach procedure shall be executed as provided below when: (A) communication on final approach is lost for more than 5 seconds; (b) directed by ground controller; (c) visual reference is not established upon descent to the authorized landing minimums; or (d) landing is not accomplished; remarks
		Runway No.	Condition	Precision approach (PAR)		Surveillance approach (ASR)		
				75 m. p. h. or less	More than 75 m. p. h.	75 m. p. h. or less	More than 75 m. p. h.	
LOS ANGELES, CALIF. Los Angeles International Airport, 125′ Transmits: 278, 332 kc; 109.9, 118.1, 119.9, 121.1, 121.5, 126.18 mc. Guards: 3023.5, 3105 kc; 118.1, 119.9, 121.1, 121.5, 122.5, 126.18 mc.	----------	25L/R	T-dn	300-1.0	300-1.0	----------	----------	Climb to 2,000′ and proceed to W course Los Angeles LFR. NOTE: Approaches authorized only to runways indicated.
			C-dn	500-1.0	600-2.0			
			S-dn	400-3/4	400-3/4			
			A-dn	800-2.0	800-2.0			
		7L/R, 11 25L/R, 29	T-dn			300-1.0	300-1.0	
			C-dn			500-1.0	600-2.0	
			S-dn			500-1.0	600-2.0	
			A-dn			800-2.0	800-2.0	
NEWARK, N. J. Newark Airport, 18′ Transmits: 278, 341 kc; 110.3, 118.1, 118.3, 121.5, 126.18 mc. Guards: 3023.5, 3105 kc; 118.1, 118.3, 121.5, 122.5, 126.18 mc.	----------	4	T-dn	300-1.0	300-1.0	----------	----------	Climb to 1,000′ on NE course Newark LFR, make a left climbing turn, proceed to Paterson Rbn at 2,000′, or as directed by ATC.
			C-dn	600-1.0	600-1.5			
			S-dn	400-3/4	400-3/4			
			A-dn	800-2.0	800-2.0			
NEW YORK, N. Y. La Guardia Field, 20′ Transmits: 209, 362 kc; 109.9, 118.1, 118.7, 119.9, 120.3, 121.5 mc Guards: 3023.5, 3105 kc; 118.1, 118.7, 119.9, 120.3, 121.5, 122.5 mc	----------	4	T-dn	400-1.0	400-1.0	----------	----------	Climb to 1,500′ (or to a higher altitude when directed by ATC) and proceed to La Guardia LFR on NE course. NOTE: Initial approach to GCA shall be conducted on any approved route to within 25 miles of the airport at not less than the established minimum en route altitude, or not less than 1,500′ from La Guardia LFR. CAUTION: Standard clearance not provided over 422′ msl tank located 2 miles N of airport. 252′ msl stack located 1.3 miles E of airport.
			C-dn	500-1.0	600-1.5			
			S-dn	400-3/4	400-3/4			
			A-dn	800-2.0	800-2.0			
New York International Airport (Idlewild Airport), 12′ Transmits: 239, 379 kc; 109.5, 118.1, 119.1, 121.5, 132.3, 134.1, 137.88, 142.74 mc Guards: 3023.5, 3105 kc; 118.1, 119.1, 121.5, 122.5, 132.3, 134.1, 137.88, 142.74 mc	----------	4R	T-dn	300-1.0	300-1.0	----------	----------	Climb to 500′ straight ahead, make a standard rate climbing turn to the right to a heading of 130°, intersecting the SW course of Mitchel LFR. Climb to 1,500′ (or to a higher altitude when requested by ATC) outbound on the SW course of Mitchel LFR. CAUTION: 278′ msl stack located 1.7 miles SSE of Runway 1R.
			C-dn	500-1.0	600-1.5			
			S-dn	400-3/4	400-3/4			
			A-dn	800-2.0	800-2.0			
WASHINGTON, D. C. Washington National Airport 16′ Transmits: 278 kc; 109.9, 118.1, 118.3, 119.1, 120.7, 121.5, 126.5, 134.64 mc Guards: 3023.5, 3105 kc; 118.1, 118.3, 119.1, 120.7, 121.5, 122.5, 126.5, 134.64 mc	----------	36	T-dn	300-1.0	300-1.0	----------	----------	Make a left climbing turn as soon as practicable, climb to 1,800′ (or to a higher altitude if directed by ATC) on the NW course of Washington LFR. NOTE: Initial approach to GCA shall be conducted on any approved route to within 25 miles of the airport at not less than the established minimum en route altitude, or not less than 1,500′ from Springfield Rbn (SRI), 1,600′ from Riverdale Rbn (RVD), and 1,500′ from Andrews LFR (ADW). CAUTION: Standard clearance not provided over 596′ msl monument located 1.8 miles N of airport.
			C-dn	600-1.0	600-1.5			
			S-dn	400-3/4	400-3/4			
			A-dn	800-2.0	800-2.0			

6. The very high frequency omnirange procedures prescribed in § 609.15 (a) are amended to read in part:

VHF OMNIRANGE (VOR) PROCEDURES

When a VOR instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below:

NOTE: Bearings, headings, course are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

City and State; airport name, elevation; class of facility; frequency; identification; procedure No.	Initial approach to facility			Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance; facility to airport	Ceiling and visibility minimums			If visual contact not established at authorized landing minimums after passing facility within distance specified below, or if landing not accomplished; remarks
	From—	Course and distance	Minimum altitude (ft.)				Condition	Type aircraft: 75 m. p. h. or less	Type aircraft: More than 75 m. p. h.	
ABILENE, TEX. Abilene Municipal Airport, 1,757′ BVOR 113.7 mc, ABI Procedure No. 1	Abilene LFR	261—11.0	3,100	S side course: 275 outbound. 095 inbound. 3,600′ within 25 miles.	3,000	905—10.1	T-dn C-dn A-dn	300-1.0 700-2.0 800-2.0	300-1.0 700-2.0 800-2.0	Within 10.1 miles, climb to 3,000′ on course of 095° within 25 miles of VOR.
ALBANY, GA. Albany Airport, 196′ BVOR 112.9 mc, ABY Procedure No. 1	Albany LFR	306—9.0	1,600	W side course: 333 outbound. 153 inbound. 1,600′ within 25 miles.	1,100	153—5.9	T-dn C-d C-n S-d S-n 16 A-d A-n	300-1.0 500-1.0 500-3.0 500-1.0 500-3.0 800-2.0 800-3.0	300-1.0 500-1.5 500-3.0 500-1.0 500-3.0 800-2.0 800-3.0	Within 5.9 miles, climb to 1,600′ on course of 153° within 25 miles of VOR.
ALBANY, N. Y. Albany Airport, 288′ BVOR 116.9 mc, ALB Procedure No. 1	Saratoga Springs FM Round Lake FM (final) Albany LFR (final)	207—25.0 190—13.0 190—3.0	1,600 1,100 (*)	W side course 010 outbound. 190 inbound. 1,600′ within 20 miles. 1,800′ within 25 miles.	1,100*	At airport	T-dn C-dn* S-dn* 19 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 600-1.5 500-1.0 800-2.0	Within 0.0 mile, climb to 1,000′ on course of 190° then make a climbing right turn, climb to 3,000 on outbound course of 297° within 25 miles of VOR, or when directed by ATC, climb to 3,000 on outbound course of 184° within 25 miles. *Descent to indicated landing minimums authorized after passing Albany LFR; of position over Albany LFR not positively identified by both visual and aural means on final approach, ceiling minimums of 800′ are applicable.
Procedure No. 2	Saratoga Springs FM Coxsackie FM (final)	207—25.0 016—26.0	2,200 1,700	E side course 190 outbound. 010 inbound. 2,200′ within 25 miles.	1,700 (Over Delmar FM)	010—5.4 (From Delmar FM)	T-dn C-dn S-dn 1 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 600-1.5 500-1.0 800-2.0	Within 5.4 miles of Delmar FM, climb to 3,000′ on course of 010° within 25 miles of VOR, or when directed by ATC, climb to 3,000′ on course of 297°.
ALEXANDRIA, LA. Alexandria AFB, 88′ BVOR 116.1 mc, AEX Procedure No. 1	Alexandria LFR	274—1.4	1,500	E side course: 149 outbound. 329 inbound. 1,300′ within 25 miles.	800	329—5.4	T-dn C-dn S-d S-n 32 A-dn	300-1.0 500-1.0 500-1.0 500-1.0 800-2.0	300-1.0 400-1.5 500-1.0 500-1.5 800-2.0	Within 5.4 miles turn left and climb to 1,500 feet on course of 310° within 25 miles of VOR. CAUTION: 349′ msl radio tower, 3 miles E of airport—obstruction lighted.
ALLENTOWN, PA. Allentown-Bethlehem-Easton Airport, 392′ BVOR 117.5 mc, ABL Procedure No. 1				W side course: 365 outbound. 176 inbound. 2,700′ within 10 miles. 2,800′ within 15 miles. 3,200′ within 25 miles.	2,200	176—4.6	T-dn C-d C-n A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 600-1.5 600-2.0 800-2.0	Within 4.6 miles, climb to 2,500′ on course of 176° within 25 miles of VOR, or as directed by ATC. NOTE: Night landings on Runways 18/36, 14/32, and 9/27 authorized only when flare pots or associated flood lights are used.
AMARILLO, TEX. Amarillo Air Terminal, 3,604′ BVOR 113.1 mc, AMA Procedure No. 1	Amarillo LFR	042—7.0	4,700	N side course: 029 outbound. 209 inbound. 4,900′ within 25 miles.	4,400	209—4.6	T-dn C-dn S-d S-n 21 A-dn	300-1.0 500-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 500-1.5 800-2.0	Within 4.6 miles, climb to 5,000′ on course of 208° within 25 miles of VOR.
AUGUSTA, MAINE Augusta State Airport, 357′ BVOR 113.4 mc, AUG Procedure No. 1	Augusta LFR	080—2.1	1,600	N side course: 080 outbound. 260 inbound. 1,600′ within 25 miles.	960	At airport	T-d T-n C-d C-n A-dn	400-1.0 500-1.0 600-1.0 600-1.5 800-2.0	NA NA NA NA NA	Within 0.0 mile, climb to 1,800′ on course of 226° within 25 miles of VOR. NOTE: (1) Night operations on NE/SW runway not authorized.

VHF OMNIRANGE (VOR) PROCEDURES—Continued

City and State; airport name, elevation; class of facility; frequency; identification; procedure No.	Initial approach to facility: From—	Initial approach to facility: Course and distance	Initial approach to facility: Minimum altitude (ft.)	Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance; facility to airport	Ceiling and visibility minimums: Condition	Ceiling and visibility minimums: Type aircraft: 75 m. p. h. or less	Ceiling and visibility minimums: Type aircraft: More than 75 m. p. h.	If visual contact not established at authorized landing minimums after passing facility within distance specified below, or if landing not accomplished; remarks
AUSTIN, TEX. Mueller Airport, 631′ BVOR 112.5 mc, AUS Procedure No. 1	Austin LFR	014—5.0	2,000	W side course: 355 outbound. 175 inbound. 2,000′ within 25 miles.	1,540 (Over VOR) 1,320* (Over Austin FM)	175—5.6 (From VOR) 175—3.5 (From Austin FM)	T-dn C-dn S-dn 16R A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 5.6 miles, turn left, climb to 2,000′ on course of 100° outbound from VOR within 25 miles, or as directed by ATC. *If Austin FM not received, descent below 1,320′ not authorized.
BAKER, OREG. Baker Airport, 3,368′ BVOR 115.3 mc, BKE Procedure No. 1	Baker LFR	114—1.7	9,000	E side course:* 296 outbound. 116 inbound. 7,000′ within 10 miles (NA beyond 10 miles).	5,060	At airport	T-d T-n C-d C-n A-dn	1,000-1.0 1,000-2.0 1,700-1.0 1,700-2.0 1,700-2.0	1,000-1.0 1,000-2.0 1,700-1.0 1,700-2.0 1,700-2.0	Within 0.0 mile, make climbing left turn, climb to 10,000′ # on course of 296° within 25 miles of VOR, or as directed by ATC. *Procedure turn W side NA due to high terrain. #Climb to 7,000′ within 10 miles of VOR. SHUTTLE: To 8,000′ on course of 120° outbound, 305° inbound within 10 miles. All turns to E. CAUTION: 5,100′ terrain, 6 miles SE of airport.
BAKERSFIELD, CALIF. Bakersfield-Kern County Airport No. 1, 515′ BVOR 115.4 mc, BFL Procedure No. 1	Famosa FM (final)	140—8.0	1,600	W side course: 311 outbound. 131 inbound. 2,000′ within 25 miles.	1,600	131—4.4	T-dn C-dn A-dn	300-1.0 700-2.0 800-2.0	300-1.0 700-2.0 800-2.0	Within 4.4 miles, turn right, climb to 2,000′ on course of 320° within 25 miles of VOR or as directed by ATC. NOTE: Take-offs or landings on Runway 7/25 not authorized.
	Bakersfield LFR	299—3.0	2,000							
BALTIMORE, MARYLAND Friendship International Airport, 146′ BVOR 115.8 mc, BAL Procedure No. 1	Int. N course Baltimore LFR.	209—28.0	1,800	W side course: 360 outbound. 180 inbound. 1,900′ within 20 miles. 2,000′ within 25 miles.	1,360	180—2.5	T-dn C-dn A-dn	300-1.0 500-1.0 800-2.0	300-1.0 500-1.0 800-2.0	Within 2.5 miles, climb to 1,500′ on course of 180° within 15 miles of VOR.
	Baltimore LFR	277—8.0	1,500							
	Beltsville FM	049—15.0	1,500							
	Int. NE course Arcola LFR.	109—25.0	1,800							
	Int. NE course Arcola LFR.	173—29.0	2,000							
Harbor Field 14′ Procedure No. 1	Int. N course Baltimore LFR.	209—28.0	1,800	S side course: 258 outbound. 078 inbound. 1,500′ within 10 miles. 1,600′ within 15 miles. 1,700′ within 20 miles. 1,800′ within 25 miles.	1,000	078—7.9	T-d T-n C-dn S-d S-n 9 A-dn#	300-1.0 400-1.5 800-1.5 800-1.0 800-1.5 NA	300-1.0 400-1.5 800-1.5 800-1.5 800-1.5 NA	Within 7.9 miles, climb to 1,800′ on course of 015° outbound from VOR within 25 miles, or as directed by ATC. #No weather reporting service of this airport.
	Baltimore LFR	277—8.0	1,500							
	Beltsville FM	049—15.0	1,500							
	Int. NE course Arcola LFR.	109—25.0	1,800							
	Int. NE course Arcola LFR.	173—29.0	2,000							
BATON ROUGE, LA. Harding Field, 70′ BVOR 115.6 mc, BTR Procedure No. 1	Baton Rouge LFR	216—8.2	1,500	S side course: 245 outbound. 065 inbound. 1,200′ within 25 miles.	780	065—8.8	T-dn C-dn S-dn 4 A-dn	300-1.0 700-1.0 700-1.0 800-2.0	300-1.0 700-1.5 700-1.0 800-2.0	Within 8.8 miles, turn right and climb to 1,300′ on course of 080° within 25 miles of VOR, or as directed by ATC.
BEAUMONT, TEX. Jefferson Co. Airport, 15′ BVOR 114.9 mc, BUJ Procedure No. 1	Beaumont LFR	208—7.5	1,300	S side course: 241 outbound. 061 inbound. 1,200′ within 25 miles.	700	061—5.7	T-dn C-dn A-dn	300-1.0 500-1.0 800-2.0	300-1.0 500-1.5 800-2.0	Within 5.7 miles, climb to 1,400′ on course of 065° within 25 miles of VOR.
BELLINGHAM, WASH. Bellingham Airport, 158′ BVOR 114.3 mc, BLI Procedure No. 1	Int. E course Vancouver LFR and 148° brg to VOR.	148—19.0	2,000	W side course: 328 outbound. 148 inbound. 2,000′ within 15 miles (NA beyond 15 miles).	2,000	148—10.2	T-dn C-dn A-dn	300-1.0 800-1.0 800-2.0	300-1.0 800-1.5 800-2.0	Within 10.2 miles, climb to 4,000′ on course of 145° within 25 miles of VOR, or as directed by ATC. CAUTION: 450′ terrain located 6 miles NW of airport.
	Bellingham LFR	340—8.0	2,000							
	Abbotsford LFR	195—6.0	2,000							
	Int. W course Abbotsford LFR and 148° brg to VOR.	148—6.0	2,000							
	Int. E course Vancouver LFR and N course Abbotsford LFR.	161—20.0	2,000							

VHF OMNIRANGE (VOR) PROCEDURES—Continued

City and State; airport name, elevation; class of facility; frequency; identification; procedure No.	Initial approach to facility: From—	Initial approach to facility: Course and distance	Initial approach to facility: Minimum altitude (ft.)	Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance; facility to airport	Ceiling and visibility minimums: Condition	Ceiling and visibility minimums: Type aircraft: 75 m. p. h. or less	Ceiling and visibility minimums: Type aircraft: More than 75 m. p. h.	If visual contact not established at authorized landing minimums after passing facility within distance specified below, or if landing not accomplished; remarks
BINGHAMTON, N. Y. Broome County Airport, 1,629'. BVOR-DTV 114.1 mc, BGM Procedure No. 1				S side course: 256 outbound. 076 inbound. 3,000' within 25 miles.	2,500	076–8.1	T-dn C-dn A-dn	300–1.0 600–2.0 800–2.0	300–1.0 600–2.0 800–2.0	Within 8.1 miles, climb to 3,500' on course of 076° within 25 miles of VOR.
BIG SPRING, TEX. Webb AFB, 2,561'. BVOR 112.9 mc BGS Procedure No. 1	Stanton FM	055–21.0	3,800	N side course: 030 outbound. 210 inbound. 3,700' within 25 miles.	3,200	210 4.3	T-dn C-dn A-dn	300–1.0 600–1.0 800–2.0	300–1.0 600–1.5 800–2.0	Within 4.3 miles, climb to 4,000' on course of 130° within 25 miles. CAUTION: 2,821' msl terrain located 1.51 miles ESE of field, lighted with flashing red beacon.
BIRMINGHAM, ALA. Birmingham Airport, 643' BVOR 114.4 mc, BHM Procedure No. 1				W side course: 014 outbound. 194 inbound. 2,500' within 25 miles.	2,000	194 4.8	T-dn C-dn S-dn 18 A-dn	300–1.0 800–1.0 800–1.0 1,000–2.0	300–1.0 900–1.5 800–1.0 1,000–2.0	Within 4.8 miles, climb to 2,700' on course of 194° within 25 miles of VOR. CAUTION: 1,590' msl tower, 6 miles SSW of airport.
BOWLING GREEN, KY. Bowling Green-Warren County Airport, 540' BVOR 116.1 mc, BNG Procedure No. 1				E side course: 203 outbound. 023 inbound. 1,800' within 10 miles. 1,900' within 25 miles.	1,300	023—2.4	T-dn C-d C-n S-d S-n 2 A-dn	300–1.0 600–1.0 600–1.5 500–1.0 500–1.5 800–2.0	300–1.0 600–1.5 600–1.5 600–1.5 600–1.5 800–2.0	Within 2.4 miles, climb to 2,200' on course of 045° within 25 miles of VOR.
BROWNSVILLE, TEX. Rio Grande Valley International Airport, 22' BVOR 113.5 mc, BRO Procedure No. 1	Brownsville LFR Range	107—4.3	1,200	N side course: 063 outbound. 243 inbound. 1,200' within 25 miles.	700	243—2.7	T-dn C-dn S-d S-n 26 A-dn	300–1.0 500–1.0 500–1.0 500–1.0 800–2.0	300–1.0 500–1.5 500–1.0 500–1.5 800–2.0	Within 2.7 miles, turn right, climb to 1,700' on course of 300° within 25 miles of VOR.
BRUNSWICK, GA. McKinnon Airport, 20' BVOR 115.4 mc, SSI Procedure No. 1	Brunswick Rbn	288—3.4	1,300	S side course: 292 outbound. 112 inbound. 1,300' within 25 miles.	760	112—3.0	T-dn C-dn A-dn	300–1.0 500–1.0 800–2.0	300–1.0 500–1.5 800–2.0	Within 3.0 miles, climb to 1,300' on course of 112° outbound from VOR within 20 miles.
BURLEY, IDAHO Burley Airport, 4,150' BVOR 114.1 mc, BYI Procedure No. 1	Burley LFR	251—7.1	7,000	S side course.: 283 outbound. 103 inbound. 6,000' within 25 miles.	4,800	103—5.3	T-d T-d C-d C-n A-dn	500–1.0 500–2.0 600–1.0 600–2.0 800–2.0	NA NA NA NA NA	Within 5.3 miles, make climbing left turn, climb to 7,000' on course of 277° within 25 miles of VOR, or as directed by ATC.
BURLINGTON, IOWA Burlington Airport, 698' BVOR 117.9 mc, BRL Procedure No. 1.	Burlington LFR	093—11.0	1,900	N side course: 107 outbound. 287 inbound. 1,900' within 25 miles.	1,400	287—11.0	T-dn C-dn A-dn	300–1.0 700–2.0 800–2.0	300–1.0 700–2.0 800–2.0	Within 11.0 miles, climb to 2,000' on course of 287° within 25 miles of VOR, or as directed by ATC.
BUTLER, MO Butler Airport, 870' BVOR-DTVBJ 115.9 mc, BUM Procedure No. 1				S side course: 255 outbound. 075 inbound. 2,000' within 25 miles.	1,500	079—8.0	T-d T-n C-d C-n A-d A-n	300–1.0 NA 500–2.0 NA 800–2.0 NA	NA NA NA NA NA NA	Within 8.0 miles, climb to 2,000' on course of 075° within 25 miles.
CARLSBAD, N, MEX. Carlsbad Airport, 3276' BVOR 116.8 mc, CNM Procedure No. 1	Int. 253° brg from Wink VOR. Int. 073° brg from Salt Flat VOR. Carlsbad LFR	322—33.0 023—40.0 151—1.7	5,000 7,000 4,500	E side course: 152 outbound. 332 inbound. 5,000' within 25 miles.	4,200	332—6.0	T-dn C-n C-n A-dn	300–1.0 500–1.0 500–2.0 800–2.0	300–1.0 500–1.5 500–2.0 800–2.0	Within 6.0 miles, turn right and climb to 5,000' on course of 043° within 25 miles of VOR. NOTE: Runway 32L/14R restricted to day operations CAUTION: Unlighted hill 200' above airport elevation located approximately 2.5 miles NW. SHUTTLE: To 5,000' on outbound course of 152° within 25 miles.
CASPER, WYO. Natrona County Airport, 5348' BVOR 116.4 mc, CPR Procedure No. 1	Casper LFR	352—13.0	7,000	N side course: 021 outbound. 201 inbound. 7,000' within 10 miles. 7,300' within 25 miles.	7,000	201—15.9	T-dn C-dn A-dn	300–1.0 1,000–3.0 1,000–3.0	300–1.0 1,000–3.0 1,000–3.0	Within 15.9 miles, make 180° turn, climb to 7,500' on course of 021° within 25 miles of VOR, or as directed by ATC. CAUTION: 5,900' msl terrain at VOR site and 5 miles S, SW and W of airport.

VHF OMNIRANGE (VOR) PROCEDURES—Continued

City and State; airport name, elevation; class of facility; frequency; identification; procedure No.	Initial approach to facility: From—	Initial approach to facility: Course and distance	Initial approach to facility: Minimum altitude (ft.)	Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance; facility to airport	Ceiling and visibility minimums: Condition	Ceiling and visibility minimums: Type aircraft: 75 m. p. h. or less	Ceiling and visibility minimums: Type aircraft: More than 75 m. p. h.	If visual contact not established at authorized landing minimums after passing facility within distance specified below, or if landing not accomplished; remarks
CHARLESTON, S. C. Charleston Airport, 45′ BVOR 113.5 mc, CHS Procedure No. 1	Charleston LFR	010—4.5	1,200	W side course: 342 outbound. 162 inbound. 1,200′ within 25 miles.	700	162—5.3	T-dn C-dn S-dn 15 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 5.3 miles, climb to 1,500′ on course of 162° outbound from VOR within 25 miles.
CHARLESTON, W. VA. Kanawha County, Airport, 981′ BVOR 113.7 mc, CHW Procedure No. 1	Charleston LFR Huntington LFR	185—9.0 104—42.0	2,500 2,500	S side course: 245 outbound. 065 inbound. 2,500′ within 25 miles.	2,000	065—11.9	T-dn C-dn A-dn	300-1.0 800-2.0 1,000-2.0	300-1.0 800-2.0 1,000-2.0	Within 11.9 miles, climb to 2,500′ on course of 060° within 25 miles of VRO, or as directed by ATC.
CHATTANOOGA, TENN. Lovell Field, 682′ BVOR 113.1 mc, CHA Procedure No. 1	Chattanooga LFR	260—1.0	2,500	E side course: 031 outbound. 211 inbound. 2,500′ within 25 miles.	1,660	188—2.7	T-dn C-d C-n A-dn	300-1.0 500-2.0 700-2.0 800-2.0	300-1.0 700-2.0 700-2.0 800-2.0	Within 2.7 miles, climb to 2,600′ on course of 188° within 25 miles of VOR, or as directed by ATC.
CHEYENNE, WYO. Cheyenne Airport, 6,156′ BVOR 112.3 mc, CYS Procedure No. 1	Cheyenne LFR	028—5.0	7,300	W side course: 015 outbound. 195 inbound. 7,300′ within 25 miles.	6,800	195—4.3	T-dn C-dn A-dn	300-1.0 500-1.0 800-2.0	300-1.0 500-1.5 800-2.0	Within 4.3 miles climb to 7,500′ on course of 166° within 25 miles of VOR.
CHILDRESS, TEX. Childress Airport, 1,952′ BVOR-DTVJ 113.9 mc, CDS Procedure No. 1				E side course: 171 outbound. 351 inbound. 3,100′ within 25 miles.	2,600	351—3.7	T-d T-n C-d C-n S-d S-n 35 A-d A-n	300-1.0 NA 500-1.0 NA 500-1.0 NA 800-2.0 NA	300-1.0 NA 500-1.5 NA 500-1.0 NA 800-2.0 NA	Within 3.7 miles, climb to 3,600′ on course of 351° within 25 miles of VOR, or as directed by ATC.
CINCINNATI, OHIO Greater Cincinnati Airport, 890′ BVOR 115.6 mc, CVG Procedure No. 1	Int. NW course Cincinnati LFR and 170° brg to BOR. Cincinnati LFR	170—26.0 243—22.0	2,000 2,400	E side course: 223 outbound. 043 inbound. 2,000′ within 25 miles.	1,460	043—2.6	T-dn C-dn S-dn 4 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 2.6 miles, climb to 2,100′ on course of 007° within 25 miles of VOR, or as directed by ATC.
COLLEGE STATION, TEX. Easterwood Airport, 320′ BVOR-DTV 113.3 mc, CLL Procedure No. 1	Bryan LFR	119—9.0	1,600	S side course: 278 outbound. 098 inbound. 1,400′ within 10 miles. 1,600′ within 25 miles.	900	098—2.9	T-dn C-dn S-dn 10 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 2.9 miles, climb to 1,600′ on course of 125° within 25 miles of VOR, or as directed by ATC. NOTE: Maintain procedure turn altitude until within 10 miles of VOR on final.
COLUMBIA, S. C. Columbia Airport, 244′ BVOR 114.7 mc, CAE Procedure No. 1	Columbia LFR	275—14.0	1,600	S side course: 283 outbound. 103 inbound. 1,700′ within 25 miles.	1,200	103—5.7	T-dn C-dn S-dn 10 A-dn	300-1.0 600-1.0 600-1.0 800-2.0	300-1.0 600-1.5 600-1.0 800-2.0	Within 5.7 miles, climb to 1,500′ on course of 102° outbound from VOR within 25 miles.
COLUMBUS, GA. Muscogee County Airport, 397′ BVOR-DTV 117.1 mc, CSG Procedure No. 1	Lawson LFR	024—19.0	1,600	N side course: 055 outbound. 235 inbound. 2,100′ within 25 miles.	1,600	235—3.8	T-dn C-dn S-dn 23 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 3.8 miles, climb to 2,000′ on course of 235° within 25 miles, or as directed by ATC. CAUTION: Fort Benning danger area SE of the VOR station.
COLUMBUS, N. MEX. Columbus Airport, 4024′ BVOR 116.7 mc, CUS Procedure No. 1	Columbus LFR	099—0.9	8,500	N side course: 084 outbound. 264 inbound. 6,000′ within 15 miles (NA beyond 15 miles).	5,200	264—2.8	T-d T-n C-d C-n A-d A-n	1,000-2.0 1,000-3.0 1,000-2.0 1,000-3.0 1,500-2.0 1,500-3.0	1,000-2.0 1,000-3.0 1,000-2.0 1,000-3.0 1,500-2.0 1,500-3.0	Within 2.8 miles, climb to 9,000′ on course of 264° outbound from VOR within 25 miles.
COTULLA, TEX. Cotulla Airport, 471′ BVOR-DTVJ 114.7 mc, COT Procedure No. 1				N side course: 075 outbound. 255 inbound. 1,600′ within 10 miles (NA beyond 10 miles).	1,100	255—5.8	T-dn C-dn A-dn	300-1.0 500-1.0 1,000-2.0 (BCOB)	NA NA NA	Within 5.8 miles, turn left, climb to 1,600′ on course of 186° within 25 miles of VOR. CAUTION: Unlighted 635′ msl tower located 1 mile WSW of airport.

VHF OMNIRANGE (VOR) PROCEDURES—Continued

City and State; airport name, elevation; class of facility; frequency; identification; procedure No.	Initial approach to facility: From—	Initial approach to facility: Course and distance	Initial approach to facility: Minimum altitude (ft.)	Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance; facility to airport	Ceiling and visibility minimums: Condition	Ceiling and visibility minimums: Type aircraft: 75 m. p. h. or less	Ceiling and visibility minimums: Type aircraft: More than 75 m. p. h.	If visual contact not established at authorized landing minimums after passing facility within distance specified below, or if landing not accomplished; remarks
CRESCENT CITY, CALIF. Del Norte County Airport, 56′ BVOR-DTVJ 115.9 mc, CEC Procedure No. 1				W side course: 310 outbound. 130 inbound. 1,500′ within 25 miles.	560	At airport	T-dn C-dn A-dn	300-1.0 500-1.0 800-2.0	300-1.0 600-2.0 800-2.0	Within 0.0 mile, climb to 3,000′ on course of 160° within 25 miles of VOR, or as directed by ATC.
CRESTVIEW, FLA. Crestview Airport, 274′ BVOR 115.9 mc, CEW Procedure No. 1				S side course: 286 outbound. 106 inbound. 1,400′ within 25 miles.	900	106—7.0	T-dn C-d C-n A-dn	300-1.0 500-1.0 500-1.5 800-2.0	NA NA NA NA	Within 7.0 miles, turn left and climb to 1,400′ on course of 088° within 25 miles of VOR, or as directed by ATC.
CROSS CITY, FLA. Cross City Airport 42′ BVOR 117.7 mc, CTY Procedure No. 1	Cross City LFR	084—1.0	1,100	N side course: 119 outbound. 299 inbound. 1,200′ within 25 miles.	700	119—3.7	T-dn C-dn S-dn 31 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 3.7 miles, climb to 1,200′ on course of 299° within 20 miles of VOR, or as directed by ATC.
CUT BANK, MONT. Cut Bank Airport, 3,900′ BVOR 113.9 mc, CTB Procedure No. 1	Cut Bank LFR	018—1.7	6,000	E side course: 131 outbound. 311 inbound. 5,500′ within 25 miles.	4,620	311—2.6	T-dn C-d C-n S-d S-n 31 A-dn	300-1.0 500-1.0 500-2.0 500-1.0 500-2.0 800-2.0	300-1.0 500-1.5 500-2.0 500-1.0 500-2.0 800-2.0	Within 2.6 miles, climb to 6,000′ on course of 325° within 25 miles of VOR. NOTE: Descent of 720′ within 2.6 miles authorized for straight-in approaches.
DAGGETT, CALIF. Daggett Airport, 1,927′ BVOR 113.2 mc, DAG Procedure No. 1				N side course: 053 outbound. 233 inbound. 6,000′ within 25 miles.	4,000	233—4.1	T-dn* T-dn A-dn	2,000-4.0 2,000-4.0 2,000-4.0	2,000-4.0 2,000-4.0 2,000-4.0	Within 4.1 miles, climb to 6,000′ on course of 243° within 25 miles of VOR, or as directed by ATC. *500-1 authorized for take-off on runways 3 and 7.
DALHART, TEX. Dalhart Airport, 3,989′ BVOR-DTV 114.9 mc, DHT Procedure No. 1	Dalhart Rbn	356—4.5	5,200	W side course: 352 outbound. 172 inbound. 5,200′ within 25 miles.	4,700	172—4.0	T-dn C-dn S-dn 17 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 4.0 miles, climb to 5,200′ on course of 172° within 25 miles of VOR, or as directed by ATC.
DALLAS, TEX. Love Field, 483′ BVOR 113.5 mc, DAL Procedure No. 1	Dallas LFR	050—11.4	2,000	N side course: 063 outbound. 243 inbound. 2,000′ within 25 miles.	1,520	243—9.5	T-dn C-dn A-dn	300-1.0 700-2.0 800-2.0	300-1.0 700-2.0 800-2.0	Within 9.5 miles, climb to 2,100′ on course of 243° within 25 miles of VOR.
DAYTON, OHIO Dayton Airport, 1,008′ BVOR 117.1 mc, DAY Procedure No. 1	Dayton LFR	042—5.1	2,100	W side course: 359 outbound. 179 inbound. 2,200′ within 25 miles.	1,660	179—3.4	T-dn C-dn S-dn 18 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 3.4 miles, climb to 2,200′ on course of 202° within 15 miles of VOR.
	Wright-Patterson LFR	331—14.3	2,100							
	Int. W course Columbus LFR and NE course Wright-Patterson LFR.	259—17.0	2,200							
	Springfield Rbn	258—23.8	2,300							
	Int. W. course Dayton LFR	074—13.8	2,200							
	Int. W course Columbus LFR and N course Dayton LFR.	172—3.8	2,200 (Final-1660)							
DAYTONA BEACH, FLA. Daytona Beach Airport, 34′ BVOR 113.3 mc, DAB Procedure No. 1	Daytona Beach LFR	222—4.0	1,200	S side course: 243 outbound. 063 inbound. 1,300′ within 25 miles.	800	063—5.5	T-dn C-dn S-dn 6 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 5.5 miles, climb to 1,400′ on course of 063° within 25 miles of VOR, or as directed by ATC.
DELTA, UTAH Delta Airport, 4,755′ BVOR 117.1 mc, DTA Procedure No. 1				W side course: 180 outbound. 360 inbound. 7,000′ within 15 miles (NA beyond 15 miles).	6,000	344—5.0	T-dn C-d C-n S-d S-n 34 A-dn	300-1.0 600-1.0 600-2.0 600-1.0 600-2.0 800-2.0	300-1.0 600-1.5 600-2.0 600-1.0 600-2.0 800-2.0	Within 5.0 miles, climb to 11,000′ on course of 002° within 25 miles of VOR, or as directed by ATC.

VHF OMNIRANGE (VOR) PROCEDURES—Continued

City and State; airport name, elevation; class of facility; frequency; identification; procedure No.	Initial approach to facility: From—	Course and distance	Minimum altitude (ft.)	Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance; facility to airport	Ceiling and visibility minimums: Condition	Type aircraft: 75 m. p. h. or less	Type aircraft: More than 75 m. p. h.	If visual contact not established at authorized landing minimums after passing facility within distance specified below, or if landing not accomplished; remarks
DENVER, COLO. Stapleton Field, 5,325′ BVOR 116.3 mc, DEN Procedure No. 1	Denver LFR	048—8.7	6,500	S side course:* 029 outbound. 209 inbound. 6,500′ within 25 miles.	6,020	209—9.4	T-dn C-dn A-dn	300-1.0 700-2.0 800-2.0	300-1.0 700-2.0 800-2.0	Within 9.4 miles, climb to 8,900′ on course of 174° within 15 miles of VOR, or as directed by ATC. *Procedure turn nonstandard account conflicting holding pattern. CAUTION: 5,918′ msl radio tower, 4.7 miles ESE of airport. SHUTTLE: To 6,500′ on course of 029° outbound, 209° inbound.
DES MOINES, IOWA Des Moines Airport, 957′ BVOR 113.1 mc, DSM Procedure No. 1	Des Moines LFR Martensdale FM (final)	173—4.0 008—5.0	2,100 1,600	E side course: 168 outbound. 348 inbound. 2,100′ within 15 miles (NA beyond 15 miles).	1,600	348—6.2	#T-dn C-db S-dn 35 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 6.2 miles, climb to 2,600′ on course of 320° within 25 miles of VOR, or as directed by ATC. CAUTION: 1,560′ msl TV tower located 3.2 miles NNE of airport. #When TV tower not visible on N, NW, NE, E and W take-offs, climb to 2,500′ before turning toward tower.
DETROIT, MICH. Detroit-Wayne Major Airport, 639′ BVOR 114.9 mc, RML Procedure No. 1	Int. S course Salem VAR and 118° course to Detroit VOR (final). Int E course Salem VAR and 166° course to Detroit VOR (final).	118—7.0 166—8.7	1,500 1,500	S side course: 312 outbound. 132 inbound. 2,000′ within 10 miles. 2,200′ within 20 miles. 2,500′ within 25 miles.	1,500	132—7.2	T-dn C-dn S-dn 14* A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 7.2 miles, climb to 2,300′ on course of 132 within 25 miles of VOR, or as directed by ATC. *Straight-in apch is to Runway 14 of old airport.
Willow Run Airport, 716′ Procedure No. 1	Int. W course Detroit LFR and 044° course to VOR. Salem VAR Int. N course Detroit LFR and 224° course to VOR. Int. E course Detroit LFR and 300° course to VOR.	044—10.0 140—10.5 224—1.2 224—9.4	2,000 2,000 2,000 2,000	N side course: 044 outbound. 224 inbound. 2,000′ within 25 miles.	1,400	224—5.2	T-dn C-dn S-dn 22L and 22R A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 5.2 miles, climb to 2,300′ on course of 231° within 30 miles of VOR, or as directed by ATC.
DICKINSON, N. DAK. Dickinson Airport, 2,589′ BVOR 112.9 mc, DIK Procedure No. 1				W side course: 359 outbound. 179 inbound. 3,800′ within 25 miles.	3,260	179—4.4	T-dn C-d C-n A-dn	300-1.0 500-1.0 500-1.5 800-2.0	300-1.0 600-1.5 600-1.5 800-2.0	Within 4.4 miles, climb to 3,800′ on course of 179° within 15 miles of VOR.
DULUTH, MINN. Duluth Airport, 1,430′ BVOR 116.7 mc, DLH Procedure No. 1				E side course: 192 outbound. 012 inbound. 2,400′ within 25 miles.	1,920	012—2.5	T-dn C-d C-n S-dn 3 A-dn	300-1.0 500-1.0 500-1.5 500-1.0 800-2.0	300-1.0 500-1.5 500-1.5 500-1.0 800-2.0	Within 2.5 miles, climb to 2,500′ on course of 012° within 15 miles of VOR. CAUTION: 1,800′ msl tower located 4.3 miles E of VOR.
DYERSBURG, TENN. Dyersburg Airport, 337′ BVOR-DTV 117.0 mc, DYR Procedure No. 1				N side course: 073 outbound. 253 inbound. 1,600′ within 25 miles.	1,100	253—4.7	T-dn C-dn A-dn	300-1.0 500-1.0 800-2.0	300-1.0 500-1.5 800-2.0	Within 4.7 miles, climb to 1,600′ on course of 253° within 25 miles of VOR, or as directed by ATC.
EAU CLAIRE, WIS. Eau Claire Airport, 887′ BVOR-DTV 117.7 mc, EAU Procedure No. 1				W side course: 360 outbound. 180 inbound. 2,400′ within 25 miles.	1,780	180—2.2	T-dn# C-d C-n A-dn	300-1.0 600-1.0 600-2.0 800-2.0	300-1.0 600-1.5 600-2.0 800-2.0	Within 2.2 miles, climb to 2,500′ on course of 214° within 25 miles of VOR. #1,350′ msl tower approx 2.5 miles SE of airport in direct line with NW/SE runway.
ELMIRA, N. Y. Chemung County, Airport, 951′ BVOR 117.3 mc, ELM Procedure No. 1				S side course: 246 outbound. 066 inbound. 3,000′ within 15 miles. 3,100′ within 20 miles. 3,500′ within 25 miles.	2,500	066—7.8	T-d T-n C-d C-n A-d A-n	800-2.0 800-3.0 1,400-2.0 1,400-3.0 2,000-2.0 2,000-3.0	800-2.0 800-3.0 1,400-2.0 1,400-3.0 2,000-2.0 2,000-3.0	Within 7.8 miles, climb to 3,500′ on course of 066° within 25 miles of VOR.
EMPORIA, KANSAS Emporia Airport, 1,204′ BVOR-DTV 114.3 mc, EMP Procedure No. 1				E side course: 125 outbound. 305 inbound. 2,300′ within 25 miles.	1,800	305—3.4	T-dn C-d C-n A-dn	300-1.0 500-1.0 500-2.0 800-2.0	300-1.0 500-1.0 500-2.0 800-2.0	Within 3.4 miles, climb to 2,500′ on course of 305° within 25 miles. NOTE: Sod field—use with caution—not approved for aircraft with stall speeds in excess of 75 mph.

VHF OMNIRANGE (VOR) PROCEDURES—Continued

City and State; airport name, elevation; class of facility; frequency; identification; procedure No.	Initial approach to facility			Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance; facility to airport	Ceiling and visibility minimums			If visual contact not established at authorized landing minimums after passing facility within distance specified below, or if landing not accomplished; remarks
	From—	Course and distance	Minimum altitude (ft.)				Condition	Type aircraft: 75 m. p. h. or less	Type aircraft: More than 75 m. p. h.	
ERIE, PA. Port Erie Airport, 732′ BVOR 115.7 mc, ERI Procedure No. 1	Erie LFR	234—4.5	2,200	S side course: 239 outbound. 059 inbound. 2,200′ within 25 miles.	1,700	057—6.8	T-dn C-dn S-dn 6 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 6.8 miles, climb to 2,500′ on course of 059° within 25 miles of VOR.
EUGENE, OREG. Mahlon Sweet Airport, 365′ BVOR 112.9 mc, EUG Procedure No. 1	Eugene LFR Int. N crs Eugene LFR and 159° bearing to VOR	045—0.8 159—2.5	3,000 3,000	E side course:* 339 outbound. 159 inbound. 3,000′ within 15 miles (NA beyond 15 miles).	1,500	159—4.4	T-dn C-dn S-dn 16 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 4.4 miles, make climbing right turn, climb to 3,000′ on course of 247° within 25 miles of VOR, or as directed by ATC. *Procedure turn on W side NA due to high terrain.
FARGO, N. DAK. Hector Field, 900′ BVOR 115.3 mc, FAR Procedure No. 1	Barnesville FM	297—24.0	2,300	W side course: 171 outbound. 351 inbound. 2,300′ within 25 miles.	1,820	351—5.2	T-dn C-d C-n A-dn	300-1.0 500-1.0 500-1.5 800-2.0	300-1.0 500-1.5 500-1.5 800-2.0	Within 5.2 miles, climb to 2,300′ on course of 340° within 25 miles of VOR.
FLORENCE, S. C. Florence Airport, 146′ BVOR 115.5 mc, FLO Procedure No. 1				N side course: 053 outbound. 233 inbound. 1,400′ within 25 miles.	900	233—4.5	T-dn C-dn S-dn 23 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 4.5 miles, climb to 1,500′ on course of 233° within 25 miles of VOR, or as directed by ATC.
FORT BRIDGER, WYO. Fort Bridger Airport, 7,016′ BVOR 113.9 mc, FBR Procedure No. 1	Fort Bridger LFR	233—3.0	8,100	W side course: 029 outbound. 209 inbound. 8,100′ within 25 miles.	7,620 (VOR or airport)	029*—0.8	T-dn C-d C-n A-dn	300-1.0 600-1.0 600-2.0 800-2.0	NA NA NA NA	Within 0.0 mile, turn N and climb to 10,000′ on course of 330° within 25 miles of VOR. *Airport is located between procedure turn and VOR station; course from procedure turn to airport or VOR station is 209°. CAUTION: Rapid rising terrain S, SW and W of airport.
FORT MYERS, FLA. Page Field, 17′ BVOR 114.7 mc, FMY Procedure No. 1				S side course: 222 outbound. 042 inbound. 1,200′ within 25 miles.	700	042—3.4	T-dn C-dn S-dn 4 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 3.4 miles, climb to 1,200′ on course of 042° within 25 miles of VOR, or as directed by ATC.
FORT SMITH, ARK. Fort Smith Airport, 460′ BVOR-DTVBJ 113.1 mc, FSM Procedure No. 1	Fort Smith Rbn Van Buren Rbn	064—7.0 128—11.0	1,900 2,000	N side course: 046 outbound. 226 inbound. 2,200′ within 10 miles.* 2,300′ within 15 miles.* 2,800′ within 20 miles* (NA beyond 20 miles).	1,500	226—6.0	T-dn C-d C-n S-d S-n 25 A-dn	300-1.0 600-1.0 600-2.0 600-1.0 600-2.0 800-2.0	300-1.0 600-1.5 600-2.0 600-1.0 600-2.0 800-2.0	Within 6.0 miles, climb to 3,500′ on course of 295° within 25 miles of VOR. *Maintain procedure turn altitude until within 10 miles of VOR.
FORTUNA, CALIF. Rohnerville Airport, 390′ BVOR-DTV 114.1 mc, FOT Procedure No. 1	Arcata LFR	179—19.0	2,000	W side course: 308 outbound. 128 inbound. 1,400′ within 25 miles.	1,400	128—9.4	T-d# T-n# C-d C-n A-dn	300-1.0 500-2.0 1,000-1.0 1,000-3.0 1,500-3.0	NA NA NA NA NA	Within 0.0 mile, turn right, climb to 2,000′ on course of 308° within 25 miles of VOR. SHUTTLE: To 1,400′ on course of 308° outbound, 128° inbound within 10 miles. #1000-1 required for take-off on runway 11.
FORT WAYNE, IND. Baer Field, 801′ BVOR 114.6 mc, FWA Procedure No. 1	Fort Wayne LFR Int. NW crs Fort Wayne LFR and 137° brg to VOR	352—7.0 137—23.0	2,000 2,100	W side course: 317 outbound. 137 inbound. 2,000′ within 10 miles. 2,100′ within 25 miles.	1,540	137—5.7	T-dn C-dn S-dn 13 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 5.7 miles, climb to 2,200′ on course of 137° within 25 miles of VOR, or when directed by ATC, make right climbing turn, climb to 2,000′ and return to VOR stn.
FORT WORTH, TEX. Meacham Field, 692′ 117.2 mc, FTW BVOR Procedure No. 1				S side course: 266 outbound. 086 inbound. 2,100′ within 15 miles (NA beyond 15 miles).	1,600	086—8.3	T-dn C-dn A-dn	300-1.0 600-2.0 800-2.0	300-1.0 600-2.0 800-2.0	Within 8.3 miles, turn left and climb to 2,500′ on course of 245° within 25 miles.
GAGE, OKLA. Gage Airport, 2,223′ BVOR 115.7 mc, GAG Procedure No. 1	Gage LF Range	274—8.0	3,500	S side course: 284 outbound. 104 inbound. 3,800′ within 25 miles.	3,300	104—6.6	T-dn C-dn A-dn	300-1.0 500-1.0 800-2.0	300-1.0 500-1.5 800-2.0	Within 6.6 miles, climb to 3,500′ on course of 104° within 25 miles of VOR.

VHF OMNIRANGE (VOR) PROCEDURES—Continued

City and State; airport name, elevation; class of facility; frequency; identification; procedure No.	Initial approach to facility: From—	Initial approach to facility: Course and distance	Initial approach to facility: Minimum altitude (ft.)	Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance; facility to airport	Ceiling and visibility minimums: Condition	Ceiling and visibility minimums: Type aircraft: 75 m. p. h. or less	Ceiling and visibility minimums: Type aircraft: More than 75 m. p. h.	If visual contact not established at authorized landing minimums after passing facility within distance specified below, or if landing not accomplished; remarks
GILA BEND, ARIZ. Gila Bend AF auxiliary 858′ BVOR 116.3 mc, GBN Procedure No. 1	----------	----------	----------	S side course: 250 outbound. 070 inbound. 3,000′ within 15 miles. 4,000′ within 25 miles.	1,560	163—4.6	T-d T-n C-d C-n A-d A-n	300-1.0 NA 700-2.0 NA 800-2.0 NA	300-1.0 NA 700-2.0 NA 800-2.0 NA	Within 0.0 mile, climb to 5,000′ on course of 080° within 25 miles of VOR. *Maneuvering area restricted to 8 miles in width by danger area paralleling final approach course.
GOODLAND, KANS. Goodland Airport, 3,653′ BVOR 115.1 mc, GLD Procedure No. 1	----------	----------	----------	W side course: 007 outbound. 187 inbound. 4,700′ within 25 miles.	4,200	187—1.2	T-d T-n C-d C-n A-d A-n	300-1.0 NA 500-1.0 NA 800-2.0 NA	NA NA NA NA NA NA	Within 1.2 miles, climb to 5,000′ on course of 187° within 25 miles.
GRAND ISLAND, NEBR. Grand Island Airport 1,846′ BVOR 117.0 mc, GRI Procedure No. 1	Grand Island LFR	165—0.9	3,100	W side course: 349 outbound. 169 inbound. 3,100′ within 15 miles. 3,200′ within 25 miles.	2,440	169—0.5	T-dn C-dn A-dn	300-1.0 500-1.0 800-2.0	300-1.0 600-1.5 800-2.0	Within 0.5 mile, climb to 3,200′ on course of 169° within 25 miles of VOR, or as directed by ATC.
GREAT FALLS, MONT. Great Falls Airport, 3,671′ BVOR 115.1 mc, GTF Procedure No. 1	Great Falls LFR Belt FM Cascade FM	228—1.0 268—22.0 023—19.0	5,500 5,500 5,500	S side course: 206 outbound. 026 inbound. 5,500′ within 10 miles (NA beyond 10 miles).	4,340	036—2.5	T-dn C-dn S-dn 2 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 2.5 mile, climb to 5,500′ on course of 018° within 25 miles of VOR. CAUTION: 3,840′ msl LF range towers located 1.5 miles SW of airport, 3,850′ terrain 15 miles SW of airport.
GREENSBORO, N. C. Greensboro-High Point Airport, 913′ BVOR 116.8 mc, GSO Procedure No. 1	----------	----------	----------	W side course: 207 outbound. 027 inbound. 2,300′ within 25 miles.	1,800	027—3.5	T-dn C-d C-n A-dn	300-1.0 500-1.0 500-1.5 800-2.0	300-1.0 500-1.5 500-1.5 800-2.0	Within 3.5 miles, climb to 2,800′ on course of 027° within 25 miles of VOR, or as directed by ATC.
GREENWOOD, MISS. Greenwood Municipal Airport 129′ BVOR 112.7 mc, GRW Procedure No. 1	----------	----------	----------	E side course: 132 outbound. 312 inbound. 1,500′ within 25 miles.	960	312—4.9	T-dn C-dn S-dn 32 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 4.9 miles, climb to 1,500′ on course of 312° within 25 miles.
HARRISBURG, PA. Harrisburg State Airport, 347′ BVOR 112.8 mc, HAR Procedure No. 1	Harrisburg LFR	287—8.0	4,000	S side course: 289 outbound. 109 inbound 2,500′ within 10 miles. 3,000′ within 15 miles. 3,200′ within 20 miles. 3,500′ within 25 miles.	2,000	109—8.6	G-dn# T-n# C-dn* A-dn*	500-1.0 500-2.0 1,200-2.0 1,500-2.0	500-1.0 500-2.0 1,200-2.0 1,500-2.0	Within 8.6 miles, climb to 2,000′ on course of 115° within 25 miles of VOR. *Landing to N in daylight only with 1,500′ or better. #Take-off S on N/S runway not authorized.
HOBART, OKLA. Hobart Airport, 1,562′ BVOR-DTVJ 114.7 mc, HBR Procedure No. 1	----------	----------	----------	E side course: 173 outbound. 353 inbound. 3,000′ within 25 miles	2,250	353—8.1	T-d T-n C-d C-n A-d# A-n	300-1.0 NA 500-1.0 NA 1,000-2.0 (BCOB) NA	300-1.0 NA 500-1.5 NA 1,000-2.0 (BCOB) NA	Within 8.1 miles, climb to 2,700′ on course of 353° within 25 miles of VOR, or as directed by ATC. #800-2 authorized when aircraft is equipped with two VOR receivers.
HOUSTON, TEX. Houston Airport, 50′ BVOR 114.1 mc, HOU Procedure No. 1.	Houston LFR	316—2.0	1,300	S side course: 245 outbound. 065 inbound. 1,200′ within 10 miles.* 1,400′ within 20 miles.* 1,600′ within 25 miles.*	700	At airport	T-dn C-dn S-dn 3 A-dn	300-1.0 700-1.0 700-1.0 800-2.0	300-1.0 700-1.5 700-1.0 800-2.0	Within 0.0 mile, climb to 1,600′ on course of 065° within 25 miles of VOR, or as directed by ATC. *Maintain procedure turn altitude until within 10 miles of VOR.
HUNTSVILLE, ALA. Huntsville Airport, 619′ VORW 112.3 mc, HSV Procedure No. 1	----------	----------	----------	W side course: 338 outbound. 158 inbound. 2,700′ within 25 miles.	2,200	158—7.5	T-d T-n C-d C-n A-d A-n	300-1.0 NA 800-1.5 NA 1,000-2.0 NA	300-1.0 NA 900-2.0 NA 1,000-2.0 NA	Within 7.5 miles, climb to 3,000′ on course of 158° within 25 miles of VOR, or as directed by ATC. CAUTION: (1) Danger area about 2 miles S of airport. (2) 1,917′ msl tower about 4 miles NNE of airport. (3) No control area-no voice at VOR. Pilots using this facility should keep Muscle Shoals radio advised of position, altitude, and ETA over Huntsville VOR.

VHF OMNIRANGE (VOR) PROCEDURES—Continued

City and State; airport name, elevation; class of facility; frequency; identification; procedure No.	Initial approach to facility			Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance; facility to airport	Ceiling and visibility minimums			If visual contact not established at authorized landing minimums after passing facility within distance specified below, or if landing not accomplished; remarks
	From—	Course and distance	Minimum altitude (ft.)				Condition	Type aircraft: 75 m. p. h. or less	Type aircraft: More than 75 m. p. h.	
HURON, S. DAK. Huron Airport, 1,287′ BVOR 113.3 mc, HON Procedure No. 1	Huron LFR	332—6.0	2,400	W side course: 303 outbound. 123 inbound. 2,400′ within 25 miles.	1,900	123—5.3	T-dn C-d C-n S-dn 12 A-dn	300-1.0 500-1.0 500-1.5 500-1.0 800-2.0	300-1.0 500-1.5 500-1.5 500-1.0 800-2.0	Within 5.3 miles, climb to 2,800′ on course of 123° within 25 miles of VOR. CAUTION: 1,484′ msl radio tower located 1.3 miles S of airport.
HUTCHINSON, KANS. Hutchinson Airport, 1,543′ BVOR 116.8 mc, HUT Procedure No. 1	Hutchinson LFR	241—4.0	2,700	E side course: 212 outbound. 032 inbound. 2,700′ within 25 miles.	2,200	032—5.8	T-dn C-dn S-d S-n 3 A-dn	300-1.0 500-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 500-1.5 800-2.0	Within 5.8 miles, climb to 3,100′ on course of 032° outbound from VOR within 25 miles.
IMPERIAL, NEBR. Imperial Airport, 3,276′ BVOR-DTV 117.9 mc, IML Procedure No. 1				N side course: 086 outbound. 266 inbound. 4,300′ within 25 miles.	3,980	266—6.1	T-dn C-d C-n A-dn	300-1.0 700-1.0 700-2.0 800-2.0	NA NA NA NA	Within 6.1 miles, climb to 4,500′ on course of 266° within 25 miles. CAUTION: (1) Sod field, not approved for aircraft with stall speeds in excess of 75 mph, (2) 3,500′ msl grain elevator, 0.5 mile W of airport.
INDIANAPOLIS, IND. Indianapolis Airport, 796′ BVOR 116.3 mc, IND Procedure No. 1	Int. NW course Indianapolis LFR (final). Indianapolis LFR Int. W course Indianapolis LFR (Greencastle FM).	140—17.5 355—6.8 056—30.0	1,600 2,000 2,100	W side course: 320 outbound. 140 inbound. 2,100′ within 25 miles.	1,600	140—6.0	T-dn C-dn S-dn 13 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 6.0 miles, climb to 2,100′ on course of 135° outbound from VOR within 25 miles.
JACKSON, MISS. Hawkins Field, 343′ BVOR 114.5 mc, JAN Procedure No. 1	Jackson LFR	313—3.6	1,700	W side course: 337 outbound. 157 inbound. 1,700′ within 25 miles.	1,160	157—4.9	T-dn C-dn S-dn 16R A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 4.9 miles, climb to 2,000′ on course of 157° within 25 miles of VOR. CAUTION: 1,049′ msl tower located 4.1 miles SW of airport.
JACKSONVILLE, FLA. Imeson Airport, 52′ BVOR 114.5 mc, JAX Procedure No. 1	Jacksonville LFR	045—2.6	1,000	N side course: 068 outbound. 248 inbound. 1,000′ within 25 miles.	600	248—4.2	T-dn C-dn S-dn 23 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 4.2 miles, climb to 1,600′ on course of 248° within 15 miles# of VOR, or as directed by ATC. #Danger area located 15 miles SW of airport.
JAMESTOWN, N. DAK. Jamestown Airport, 1498′ BVOR 114.5 mc, JMS Procedure No. 1				E side course: 181 outbound. 001 inbound. 2,800′ within 25 miles.	2,300	001—4.7	T-dn C-d C-n A-dn	300-1.0 500-1.0 500-1.5 800-2.0	300-1.0 500-1.5 500-1.5 800-2.0	Within 4.7 miles, climb to 2,800′ on course of 001° within 15 miles of VOR.
JUNCTION, TEX. Kimble Company Airport, 1,729′ BVOR-DTVJ 117.7 mc, JCT Procedure No. 1				W side course: 323 outbound. 143 inbound. 3,600′ within 25 miles.	3,100	143—6.5	T-dn C-dn A-dn*	300-2.0 600-2.0 1,000-2.0 (BCOB)	NA NA NA	Within 6.5 miles, climb to 3,000′ on course of 143° within 25 miles of VOR, or as directed by ATC. *800-2 authorized only when aircraft is equipped with two VOR receivers.
KANSAS CITY, MO. Kansas City Airport, 758′ BVOR 112.1 mc, MKC Procedure No. 1	Kansas City LFR	004—8.0	2,500	W side course: 351 outbound. 171 inbound. 2,500′ within 25 miles.	2,500	171—10.0	T-dn* C-dn A-dn	300-1.0 1,000-3.0 1,000-3.0	300-1.0 1,000-3.0 1,000-3.0	Within 10.0 miles, immediately turn right and climb to 2,500′ on course of 224° within 25 miles of VOR, or as directed by ATC. *Take-offs S and SW, when weather is below 1,000-3, will assume a heading of at least 210° as soon as practicable after take-off and maintain heading until reaching 2,500′ prior to making left turn. CAUTION: (1) 911′ msl cracking plant and 853′ msl stack, 2,900′ NW of approach end of Runway 17. (2) 1,670′ msl TV tower, 2.9 miles S of airport and directly in line with Runway 17/35.
KENNEBUNK, MAINE. Sanford Airport, 243′ BVOR-DV 113.7 mc, ENE Procedure No. 1	Portland LFR	236—22.0	1,700	N side course: 081 outbound. 261 inbound. 1,500′ within 25 miles.	1,000	261—4.8	T-d T-n C-d C-n S-d S-n 26 A-d A-n	300-1.0 NA 500-1.0 NA 500-1.0 NA 800-2.0 NA	300-1.0 NA 600-1.5 NA 500-1.0 NA 800-2.0 NA	Within 4.8 miles, make a climbing left turn and climb to 1,700′ on course of 211° within 25 miles of VOR. CAUTION: 868′ msl hill, 3.5 miles W of airport.

VHF OMNIRANGE (VOR) PROCEDURES—Continued

City and State; airport name, elevation; class of facility; frequency; identification; procedure No.	Initial approach to facility			Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance; facility to airport	Ceiling and visibility minimums			If visual contact not established at authorized landing minimums after passing facility within distance specified below, or if landing not accomplished; remarks
	From—	Course and distance	Minimum altitude (ft.)				Condition	Type aircraft: 75 m. p. h. or less	Type aircraft: More than 75 m. p. h.	
KEY WEST, FLA. Meacham Field, 4' BVOR 115.3 mc, EYW Procedure No. 1	Key West LFR	008—2.0	1,300	W side course: 311 outbound. 131 inbound. 1,100' within 25 miles.	600	131—2.2	T-d T-n C-d C-n A-d A-n	300-1.0 NA 500-1.5 NA 800-2.0 NA	303-1.0 NA 500-2.0 NA 800-2.0 NA	Within 2.2 miles, climb to 1,100' on course of 131° within 25 miles of VOR, or as directed by ATC.
KIRKSVILLE, MO. Kirksville Airport, 970' BVOR 117.1 mc, IRK Procedure No. 1	Kirksville LFR	316—5.0	2,100	W side course: 309 outbound. 129 inbound. 2,100' within 25 miles.	1,600	129—3.7	T-dn C-d C-n A-dn	300-1.0 500-1.0 500-1.5 800-2.0	NA NA NA NA	Within 3.7 miles, climb to 2,100' on course of 129° within 25 miles of VOR, or as directed by ATC. CAUTION: (1) Use N/S runway only. (2) Airport adequate only for aircraft of 10,000 pounds or less gross weight.
LA CROSSE, WIS. La Crosse Airport, 653' BVOR 115.7 mc, LSE Procedure No. 1				N side course: 142 outbound. 322 inbound. 2,400' within 25 miles.	1,940	322—4.2	T-d T-n C-d C-n A-dn	400-1.0 400-1.5 600-1.0 600-2.0 1,000-2.0	400-1.0 400-1.5 600-1.5 600-2.0 1,000-2.0	Within 4.2 miles, climb to 2,600' on course of 317° within 25 miles of VOR.
LAFAYETTE, LA. Lafayette Airport, 40' BVOR 117.7 mc, LFT Procedure No. 1	Lafayette Rbn	168—4.1	1,200	E side course: 166 outbound. 346 inbound. 1,200' within 25 miles.	740	364—3.1	T-dn C-d C-n S-d S-n 1 A-dn*	300-1.0 600-1.0 600-2.0 500-1.0 500-2.0 1,000-2.0 (BCOB)	300-1.0 600-1.5 600-2.0 500-1.5 500-2.0 1,000-2.0 (BCOB)	Within 3.1 miles, turn right and climb to 1,500' on course of 54° within 25 miles of VOR. *800-2 authorized when aircraft is equipped with 2 VOR receivers.
LA GRANGE, GA. Callaway Airport, 700' BVOR-DTVJ 115.6 mc, LGC Procedure No. 1				S side course: 262 outbound. 082 inbound. 2,000' within 25 miles.	1,500	082—11.8	T-dn C-d C-n A-dn	300-1.0 600-1.5 600-2.0 800-2.0	NA NA NA NA	Within 11.8 miles, turn left, climb to 2,000' on course of 262° within 25 miles of VOR, or as directed by ATC.
LAKE CHARLES, LA. Lake Charles AFB, 18' BVOR 116.9 mc, LCH Procedure No. 1	Lake Charles LFR	247—5.0	1,300	S side course: 224 outbound. 044 inbound. 1,300' within 25 miles.	800	044—6.2	T-dn C-dn A-dn	300-1.0 500-1.0 800-2.0	300-1.0 500-1.5 800-2.0	Within 6.2 miles, climb to 1,500' on course of 044° within 25 miles of VOR, or as directed by ATC.
LAMONI, IOWA Lamoni Airport, 1,163' BVOR-DTVBJ 116.7 mc, LNN Procedure No. 1				E side course: 156 outbound. 336 inbound. 2,200' within 25 miles.	1,700	336—3.6	T-dn C-d C-n A-dn	300-1.0 500-1.0 500-1.5 800-2.0	NA NA NA NA	Within 3.6 miles, climb to 2,300' on course of 336° within 25 miles of VOR, or as directed by ATC.
LANSING, MICH. Capital City Airport, 858' BVOR 114.1 mc, LAN Procedure No. 1	Lansing LFR	247—9.0	2,100	S side course: 234 outbound. 054 inbound. 2,000' within 25 miles.	1,500	054—6.0	T-dn C-dn S-dn 5 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 6.0 miles, climb to 2,000' on course of 031° within 25 miles of VOR, or as directed by ATC.
LARAMIE, WYO. Brees Field, 7,273' BVOR 117.6 mc, LAR Procedure No. 1	Laramie LFR	228—1.5	8,500	E side course: 317 outbound. 137 inbound. 8,500' within 25 miles.	8,000	108—2.6	T-dn C-d C-n A-dn	300-1.0 500-1.0 500-2.0 800-2.0	300-1.0 500-1.5 500-2.0 800-2.0	Within 2.6 miles, climb to 11,500' on course of 137° within 25 miles of VOR, or as directed by ATC.
LAS VEGAS, N. MEX. Las Vegas Airport, 6,866' BVOR 117.3 mc, LVS Procedure No. 1				E side course: 201 outbound. 021 inbound. 9,000' within 25 miles.	7,800	021—3.5	T-d T-n C-d C-n A-dn	300-1.0 300-2.0 500-1.0 500-2.0 800-2.0	300-1.0 300-2.0 500-1.0 500-2.0 800-2.0	Within 3.5 miles, climb to 11,000' on course of 21° within 25 miles of VOR. NOTE: Procedure authorized only for aircraft of 12,500 pounds or less.
LAWTON, OKLA. Lawton Airport, 1,108' VOR 112.2 mc, LAW Procedure No. 1	Int. 197° brg to Wichita VOR and 233° brg to Lawton VOR.	233—12.0	2,400	E side course: 168 outbound. 348 inbound. 2,200' within 25 miles.	1,600	348—4.8	T-dn C-dn S-dn 35 A-dn#	300-1.0 500-1.0 500-1.0 NA	300-1.0 500-1.5 500-1.5 NA	Within 4.8 miles, climb to 2,200' on course of 186° within 25 miles of VOR. #No U. S. Weather Bureau or CAA Communications available at this airport. Voice on VOR controlled by Army Tower at Post Field.

VHF OMNIRANGE (VOR) PROCEDURES—Continued

City and State; airport name, elevation; class of facility; frequency; identification; procedure No.	Initial approach to facility			Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance; facility to airport	Ceiling and visibility minimums			If visual contact not established at authorized landing minimums after passing facility within distance specified below, or if landing not accomplished; remarks
	From—	Course and distance	Minimum altitude (ft.)				Condition	Type aircraft: 75 m. p. h. or less	Type aircraft: More than 75 m. p. h.	
LEXINGTON, KY. Blue Grass Airport, 978′ BVOR 112.4 mc, LEX Procedure No. 1	Lexington Rbn	109—9.5	2,300	N side course: 123 outbound. 303 inbound. 2,300′ within 25 miles.	1,820	303—8.4	T-dn* C-dn* A-dn	300-1.0 500-1.0 800-2.0	300-1.0 500-1.5 800-2.0	Within 8.4 miles, climb to 2,200′ on course of 303° within 20 miles of VOR, or as directed by ATC. *CAUTION: 1,300′ msl tower located approximately 3.5 miles ENE of airport. This tower is 2.5 miles to the right (NE) of final approach radial from VOR to airport.
	Int. 290° bearing to Louisville VOR and 345° bearing to Lexington VOR.	345—18.0	2,300							
LEXINGTON, NEBR. Lexington Airport, 2,400′ BVOR-DTVBJ 112.7 mc, LXN Procedure No. a				N side course: 094 outbound. 274 inbound. 3,700′ within 25 miles.	3,200	274—5.3	T-dn C-d C-n A-dn	300-1.0 700-1.5 700-1.5 800.2-0	NA NA NA NA	Within 5.3 miles, climb to 3,700′ on course of 274° within 25 miles of VOR. CAUTION: Sod field.
LITTLE ROCK, ARK. Adams Field, 257′ BVOR 113.9 mc, LIT Procedure No. 1	Little Rock LFR	134—0.6	1,300	E side course: 134 outbound. 314 inbound. 1,300′ within 10 miles. 1,500′ within 2.5 miles.	800	314—4.5	T-dn C-d C-n S-d S-n 32 A-dn	300-1.0 500-1.0 600-1.5 500-1.0 500-1.5 800-2.0	300-1.0 600-1.5 600-1.5 500-1.0 500-1.5 800-2.0	Within 4.5 miles, climb to 3,000′ on course of 295° within 25 miles of VOR, or as directed by ATC.
	Keo FM (final)	314—10.0	800							
LONGVIEW, TEX. Gregg County Airport, 365′ BVOR 117.4 mc, LLV Procedure No. 1	Gregg County Rbn	310—2.9	1,600	S side course: 305 outbound. 125 inbound. 1,600′ within 10 miles. 1,700′ within 15 miles. 1,800′ within 25 miles.	1,140	125—2.6	T-dn C-dn S-d S-n 12 A-dn*	300-1.0 500-1.0 500-1.0 500-1.0 1,000-2.0 (BCOB)	300-1.0 500-1.5 500-1.0 500-1.5 1,000-2.0 (BCOB)	Within 2.6 miles, climb to 1,600′ on course of 125° within 25 miles of VOR, or as directed by ATC. *800-2.0 is authorized when aircraft is equipped with 2 VOR receivers.
LUFKIN, TEX. Angelina County Airport, 290′ BVOR-DTV 112.1 mc, LFK Procedure No. 1.				E side course*: 151 outbound. 331 inbound. 1,300′ within 10 miles. 1,400′ within 20 miles. 1,500′ within 25 miles.	800	331—4.7	T-dn C-dn A-dn	300-1.0 500-1.0 1,000-2.0 (BCOB)	NA NA NA	Within 4.7 miles, turn right and climb to 1,600′ on course of 18° outbound from VOR within 25 miles. *Maintain procedure turn altitude until within 10 miles of VOR on final. CAUTION: 547′ msl obstruction lighted radio tower located 3 miles E of airport.
MALAD CITY, IDAHO Malad City Airport, 4,503′ VORW 117.5 mc, MLD Procedure No. 1	Malad City LFR	244—5.8	11,000	S side course: 273 outbound. 093 inbound. 9,500′ within 15 miles (NA beyond 15 miles).	9,000	087—8.6	T-d T-n C-d C-n A-d A-n	3,000-3.0 NA 3,000-3.0 NA 3,000-3.0 NA	3,000-3.0 NA 3,000-3.0 NA 3,000-3.0 NA	Within 8.6 miles, make climbing left turn, climb to 11,000′ on course of 273° within 25 miles of VOR, or as directed by ATC. CAUTION: High terrain in all directions.
MALDEN, MO. Malden Airport, 295′ BVOR-DTVBJ 116.5 mc, MAW Procedure No. 1				N side course: 115 outbound. 295 inbound. 1,400′ within 25 miles.	900	295—5.0	T-d T-n C-d C-n A-d A-n	300-1.0 NA 500-1.5 NA 800-2.0 NA	300-1.0 NA 500-1.5 NA 800-2.0 NA	Within 5.0 miles, climb to 1,500′ on course of 295° within 25 miles.
MANSFIELD, OHIO Mansfield Airport, 1,296′ BVOR 113.9 mc, MFD Procedure No. 1				N side course: 134 outbound. 314 inbound. 2,500′ within 25 miles.	1,960	314-6.6	T-dn C-dn S-dn 32 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 6.6 miles, climb to 2,400′ on course of 311° within 25 miles of VOR.
MARIANNA, FLA. Marianna Airport, 112′ BVOR-DTVJ 114.0 mc, MAI Procedure No. 1				N side course: 127 outbound. 307 inbound. 1,400′ within 25 miles.	900	307—3.5	T-dn C-dn S-dn 32 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 3.5 miles, climb to 1,400′ on course of 307° outbound from VOR within 25 miles or as directed by ATC.
MARTINSBURG, W. VA. Martinsburg Airport, 556′ BVOR 113.2 mc, MRB Procedure No. 1				N side course: 106 outbound. 286 inbound. 2,800′ within 25 miles. 3,000′ within 25 miles.	2,300	286—7.1	T-dn C-dn A-dn	300-1.0 500-2.0 800-2.0	300-1.0 500-2.0 800-2.0	Within 7.1 miles, climb to 4,000′ on course of 286° within 25 miles of VOR, or as directed by ATC.
MASON CITY, IOWA Mason City Airport, 1,216′ 114.9 mc, MCW BVOR Procedure No. 1	Mason City Rbn	170—4.0	2,200	E side course: 175 outbound. 355 inbound. 2,200′ within 25 miles.	1,720	355—3.9	T-dn C-dn S-dn 35 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 3.9 miles, climb to 2,600′ on course of 355° within 25 miles of VOR, or as directed by ATC.

VHF OMNIRANGE (VOR) PROCEDURES—Continued

City and State; airport name, elevation; class of facility; frequency; identification; procedure No.	Initial approach to facility: From—	Initial approach to facility: Course and distance	Initial approach to facility: Minimum altitude (ft.)	Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance; facility to airport	Ceiling and visibility minimums: Condition	Ceiling and visibility minimums: Type aircraft: 75 m. p. h. or less	Ceiling and visibility minimums: Type aircraft: More than 75 m. p. h.	If visual contact not established at authorized landing minimums after passing facility within distance specified below, or if landing not accomplished; remarks
MASSENA, N. Y. Richards Field, 205′ BVOR-DTVJ 112.1 mc, MSS Procedure No. 1	----------	----------	----------	N side course: 075 outbound. 255 inbound. 1,700′ within 25 miles.	1,200	299—5.9	T-dn C-dn A-dn	300-1.0 500-1.0 800-2.0	300-1.0 600-1.5 800-2.0	Within 5.9 miles, climb to 1,500′ on course of 299° within 25 miles of VOR, make a left climbing turn, return to VOR at 2,000′ or as directed by ATC. CAUTION: 598° msl tower located approximately 2 miles SW of airport.
MEDFORD, OREG. Medford Airport, 1,330′ BVOR-DTV 116.9 mc, MFR Procedure No. 1	Medford LFR Trail FM (final)*	307—5.2 153—9.1	6,000 4,000	E side course:** 333 outbound. 153 inbound. 6,000′ within 25 miles.	5,500*	144—7.3	T-dn C-dn* A-dn*	300-1.0 2,700-2.0 2,700-2.0	300-1.0 2,700-2.0 2,700-2.0	Within 7.3 miles, climb to 5,500′ on course of 333° within 10 miles # of VOR, or as directed by ATC. *If Trail FM received, cross VOR at 4,000′, and 1,000′ ceilings for landing minimums apply. #Climb to 6,500′ within 25 miles of VOR. **Procedure turn W side not authorized due to high terrain.
MEMPHIS, TENN. Memphis Airport, 269′ BVOR-DTV 114.7 mc, MEM Procedure No. 1	Memphis LFR	074—5.1	1,500	N side course: 104 outbound. 284 inbound. 1,400′ within 25 miles.	940	284—4.0	T-dn C-dn S-dn 27 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 4.0 miles, climb to 1,700′ on course of 284° within 25 miles of VOR, or as directed by ATC.
MERIDIAN, MISS. Key Field, 297′ BVOR-DTV 115.3 mc, MEI Procedure No. 1	Meridian LFR	123—8.0	1,900	N side course: 110 outbound. 290 inbound. 1,900′ within 25 miles.	1,380	290—5.3	T-dn C-d C-n A-dn	300-1.0 900-1.0 900-1.5 900-2.0	300-1.0 900-1.5 900-1.5 900-2.0	Within 5.3 miles, climb to 1,800′ on course of 290° within 25 miles of VOR. CAUTION: 880′ msl tower, 3.6 miles ESE of airport and 1.7 miles NW of VOR.
MIAMI, FLA. Miami International Airport, 9′ BVOR-DTV 113.5 mc, MIA Procedure No. 1	Miami LFR (final)	83—2.7	600	S side course: 266 outbound. 086 inbound. 1,100′ within 25 miles.	600	086—3.3	T-dn C-dn S-dn 9R A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 3.3 miles, climb to 1,400′ on course of 086° within 25 miles of VOR.
MIDLAND, TEX. Midland Air Terminal, 2,867′ BVOR-DVT 114.8 mc, MAF Procedure No. 1	Midland LFR	021—8.7	4,300	W side course: 360 outbound. 180 inbound. 4,000′ within 25 miles.	3,500	180—4.2	T-dn C-dn S-dn 16R A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 4.2 miles, turn left and climb to 4,500′ on course of 130° within 25 miles of VOR, or as directed by ATC.
MILFORD, UTAH Milford Airport, 5,040′ VORW 112.1 mc, MLF Procedure No. 1	----------	----------	----------	W side course: 180 outbound. 360 inbound. 8,000′ within 15 miles (NA beyond 15 miles).	6,000	345—4.2	T-d T-n C-d C-n S-d S-n 34 A-dn	300-1.0 1,000-2.0 1,000-1.0 1,000-2.0 1,000-1.0 1,000-2.0 1,000-2.0	300-1.0 1,000-2.0 1,000-1.5 1,000-2.0 1,000-1.0 1,000-2.0 1,000-2.0	Within 4.2 miles, climb to 9,000′ on course of 007° within 25 miles of VOR, or as directed by ATC. CAUTION: Terrain 2.5 miles WNW of airport, 1,000′ above airport. NOTE: This procedure for emergency use only. Milford VOR is unmonitored and unattended.
MINOT, N. DAK. Port O' Minot Airport 1,723′ BVOR-DTV 117.9 mc, MOT Procedure No. 1	----------	----------	----------	N side course: 059 outbound. 239 inbound. 2,700′ within 25 miles.	2,200	239—5.7	T-dn C-dn S-dn 25 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 5.7 miles, climb to 3,400′ on course of 239° within 25 miles of VOR.
MOBILE, ALA. Bates Field, 217′ BVOR-DTV 113.3 mc, MOB Procedure No. 1	----------	----------	----------	S side course: 287 outbound. 107 inbound. 1,500′ within 25 miles.	1,000	107—7.2	T-dn C-dn S-dn 9 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 7.2 miles, turn left, climb to 1,500′ on course of 064° within 25 miles of VOR, or as directed by ATC.
MONROE, LA. Selman Field, 79′ BVOR-DTV 113.7 mc, MLU Procedure No. 1	Monroe LFR	229—2.2	1,300	S side course. 214 outbound. 034 inbound. 1,300′ within 25 miles.	800	034—5.0	T-dn C-dn S-d S-n 4 A-dn	300-1.0 500-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 500-1.5 800-2.0	Within 5.0 miles, climb to 1,400′ on course of 034° within 25 miles of VOR, or as directed by ATC.

VHF OMNIRANGE (VOR) PROCEDURES—Continued

City and State; airport name, elevation; class of facility; frequency; identification; procedure No.	Initial approach to facility			Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance; facility to airport	Ceiling and visibility minimums			If visual contact not established at authorized landing minimums after passing facility within distance specified below, or if landing not accomplished; remarks
	From—	Course and distance	Minimum altitude (ft.)				Condition	Type aircraft: 75 m. p. h. or less	Type aircraft: More than 75 m. p. h.	
MONTGOMERY, ALA. Dannelly Field, 219′ BVOR-DTVBJ 112.1 mc, MGM Procedure No. 1	Maxwell LFR	152—12.0	1,700	E side course: 136 outbound. 316 outbound. 1,700′ within 25 miles.	1,200	316—6.1	T-dn C-d C-n S-d S-n 33 A-dn	300-1.0 500-1.0 500-2.0 500-1.0 500-2.0 800-2.0	300-1.0 600-1.5 600-2.0 500-1.0 500-2.0 800-2.0	Within 6.1 miles, climb to 1,700′ on course of 316° within 25 miles of VOR, or as directed by ATC. CAUTION: 695′ msl tower, 2 miles SE of VOR station.
MUSCLE SHOALS, ALA. Muscle Shoals Airport, 546′ BVOR-DTV 117.5 mc, MSL Procedure No. 1	Muscle Shoals LFR	218—1.0	1,700	N side course: 114 outbound. 294 inbound. 1,900′ within 25 miles.	1,360	294—4.4	T-dn C-dn C-n S-d S-n 29 A-dn	300-1.0 500-1.0 500-2.0 500-1.0 500-2.0 800-2.0	300-1.0 500-1.5 500-2.0 500-1.0 500-2.0 800-2.0	Within 4.4 miles, climb to 2,000′ on course of 294° within 25 miles of VOR, or as directed by ATC.
MUSKEGON, MICH. Muskegon County Airport, 628′ BVOR-DTV 117.3 mc, MKG Procedure No. 1	Muskegon LFR	270—0.7	1,800	E side course: 148 outbound. 328 inbound. 1,800′ within 10 miles. 1,900′ within 25 miles.	1,300	328—2.0	T-dn C-dn S-dn 32 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 2.0 miles, climb to 1,900′ on course of 328° within 25 miles of VOR, or as directed by ATC
NASHVILLE, TENN. Berry Field, 606′ BVOR-DTV 114.1 mc, BNA Procedure No. 1	Nashville LFR	159—4.7	2,000	N side course: 121 outbound. 301 inbound. 2,200′ within 10 miles 2,500′ within 25 miles.	1,600	301—5.1	T-dn C-dn S-dn 33 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 5.1 miles, climb to 2,000′ on course of 301 within 25 miles of VOR, or as directed by ATC. CAUTION: High tension line 137′ above field elevation between VOR station and airport.
NEEDLES, CALIF. Needles Airport, 990 BVOR-DTV 117.3 mc, EED Procedure No. 1				N side course: 085 outbound. 265 inbound. 4,500′ within 15 miles (NA beyond 15 miles).	3,000	257—8.4	T-d T-n C-d C-n A-d A-n	1,000-2.0 1,000-3.0 1,000-2.0 1,000-3.0 1,000-2.0 1,000-3.0	1,000-2.0 1,000-3.0 1,000-2.0 1,000-3.0 1,000-2.0 1,000-3.0	Within 6.0 miles, turn right, climb to 7,000′ on course of 322° within 25 miles of VOR or as directed by ATC. SHUTTLE: To 6,000′ on course of 265° outbound, 85° inbound within 15 miles.
NEW ORLEANS, LA. Moisant International Airport, 3′ BVOR-DTV Procedure No. 1	New Orleans LFR	240—6.0	1,400	S side course: 215 outbound. 035 inbound. 1,200′ within 25 miles.	720	035—2.8	T-dn C-dn S-dn 1 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 2.8 miles, climb to 1,500′ on course of 035° within 25 miles of VOR.
OGDEN, UTAH Ogden Airport, 4,455′ BVOR-DTV 113.1 mc, OGD Procedure No. 1	Huntsville FM Corinne FM (final)*	244—20.0 148—23.0	11,000 5,500	W side course: 328 outbound. 148 inbound. 7,500′ within 25 miles. 10,000′ within 25 miles.	5,260	098—4.3	T-dn C-d C-n A-d A-n	400-1.0 800-2.0 800-3.0 800-2.0 800-3.0	400-1.0 800-2.0 800-3.0 800-2.0 800-3.0	Within 0.0 mile, climb to 9,000′ on course of 259° within 25 miles of VOR, or as directed by ATC. *Descent below 11,000′ not authorized until past Corrine FM. SHUTTLE: To 10,000′ on course of 328° outbound, 148° inbound within 25 miles of VOR. All turns to W of course.
OKLAHOMA CITY, OKLA. Will Rogers Field, 1,283′ BVOR-DTV 115.5 mc, OKC Procedure No. 1				W side course: 308 outbound. 128 inbound. 2,500′ within 25 miles.	1,960	128—4.0	T-dn C-dn S-d S-n 12 A-dn	300-1.0 500-1.0 500-1.0 500-1.5 800-2.0	300-1.0 500-1.5 500-1.0 500-1.5 800-2.0	Within 4.0 miles, climb to 2,500′ on course of 155° within 25 miles.
OTTO, N. MEX. Otto Airport, 6,226′ BVOR-DTV 114.0 mc, OTO Procedure No. 1	Int. 021° brg to Las Vegas VOR and 254° brg to Otto VOR	254—19.0	8,500	N side course: 076 outbound. 256 inbound. 8,500′ within 10 miles (NA beyond 10 miles).	7,500	256—3.4	T-dn C-dn A-dn	300-1.0 500-1.0 800-2.0	NA NA NA	Within 3.4 miles, turn left, climb to 9,500′ on course of 074° within 25 miles of VOR or as directed by ATC. SHUTTLE: To 8,500′ on course of 076° outbound, 256° inbound within 10 miles.
OTTUMWA, IOWA Ottumwa Airport, 845′ BVOR-DTV 113.4 mc, OTM Procedure No. 1	Ottumwa Rbn	125—8.0	1,900	N side course: 123 outbound. 303 inbound. 1,900 within 25 miles.	1,400	303-7.7	T-dn C-dn A-dn	300-1.0 500-2.0 800-2.0	300-1.0 500-2.0 800-2.0	Within 7.7 miles, climb to 2,200′ on course of 303° within 25 miles of VOR, or as directed by ATC.

VHF OMNIRANGE (VOR) PROCEDURES—Continued

City and State; airport name, elevation; class of facility; frequency; identification; procedure No.	Initial approach to facility: From—	Course and distance	Minimum altitude (ft.)	Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance; facility to airport	Ceiling and visibility minimums: Condition	Type aircraft: 75 m. p. h. or less	Type aircraft: More than 75 m. p. h.	If visual contact not established at authorized landing minimums after passing facility within distance specified below, or if landing not accomplished; remarks
PADUCAH, KY. Barkley Field, 405′ BVOR-DTV 117.3 mc, PUK Procedure No. 1	Paducah Rbn	224—5.4	1,600	E side course: 220 outbound. 040 inbound. 1,600′ within 10 miles. 1,800′ within 25 miles.	1,120	040—4.8	T-dn C-dn A-dn	300-1.0 500-1.0 800-2.0	300-1.0 500-1.5 800-2.0	Within 4.8 miles, climb to 1,800′ on course of 038° within 25 miles of VOR.
	Int. E course Advance LFR	117—7.0	1,600							
PALACIOS, TEX. Palacios Airport, 13′ BVOR-DTV 117.3 mc, PSX Procedure No. 1	Palacios LF range	298—2.0	1,200	S side course: 296 outbound. 116 inbound. 1,200′ within 25 miles.	680	116—3.9	T-d T-n C-d C-n S-d S-n 13 A-d A-n	300-1.0 NA 500-1.0 NA 500-1.0 NA 800-2.0 NA	300-1.0 NA 500-1.5 NA 500-1.0 NA 800-2.0 NA	Within 3.9 miles, climb to 1,200′ on course of 116° within 25 miles of VOR.
PARKERSBURG, W. VA. Wood County Airport, 856′ BVOR 117.9 mc, PKB Procedure No. 1				W side course: 032 outbound. 212 inbound. 2,500′ within 25 miles.	2,000	212—6.8	T-dn C-dn S-dn 20 A-dn	300-1.0 600-1.0 600-1.0 800-2.0	300-1.0 700-1.5 600-1.0 800-2.0	Within 6.8 miles, climb to 2,500′ on course of 212° within 25 miles of VOR, or as directed by ATC.
PASO ROBLES, CALIF. Paso Robles County Airport, 835′ BVOR-DTVJ 116.9 mc; PRB Procedure No. 1				E side course: 130 outbound. 310 inbound. 3,000′ within 15 miles. 4,000′ within 20 miles. 5,000′ within 25 miles.	2,000	310—0.0	T-dn C-d C-n A-d A-n	300-1.0 1,200-1.0 1,200-2.0 1,200-2.0 1,200-3.0	300-1.0 1,200-1.0 1,200-2.0 1,200-2.0 1,200-3.0	Within 0.0 mile climb to 5,000′ on course of 318° within 25 miles of VOR, or as directed by ATC.
PENDLETON, OREG. Pendleton Airport, 1,493′ BVOR-DTV 112.7 mc, PDT Procedure No. 1	Pendleton LFR	252—7.3	4,000	N side course: * 251 outbound. 071 inbound. 3,500′ within 25 miles.	2,600	071—4.5	T-dn C-dn S-dn 7 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 4.5 miles, make climbing left turn, climb to 4,000′ on course of 233° within 25 miles of VOR, or as directed by ATC. *Procedure turn on S side NA due to high terrain.
	Cabbage Hill FM	282—18.2	4,000							
	Int. S crs Walla Walla LFR & 241° brg to VOR.	241—22.0	3,500							
PHILIPSBURG, PA. Philipsburg Airport, 1,933′ BVOR-DTV 115.5 mc, PSB Procedure No. 1	Philipsburg LFR	125—8.0	4,000	N side course: 073 outbound. 253 inbound. 3,500′ within 25 miles.	3,000	253—5.1	T-dn C-d C-n A-dn	500-1.0 800-1.0 800-2.0 1,000-2.0	500-1.0 800-1.0 800-2.0 1,000-2.0	Within 5.1 miles, climb to 4,000′ on course of 253° within 25 miles of VOR.
PHOENIX, ARIZ. Phoenix-Sky Harbor Airport, 1,124′ BVOR-DTV 112.3 mc, PHX Procedure No. 1	Int. 255° brg to Hassayampa VOR & 146° brg to Phoenix VOR	146—27.0	5,000	S side course: 076 outbound. 256 inbound. 2,600′ within 10 miles. 4,100′ within 20 miles (NA beyond 20 miles).	2,100	256—6.8	T-dn C-dn S-dn 26L A-dn	300-1.0 700-1.0 700-1.0 800-2.0	300-1.0 700-1.5 700-1.0 800-2.0	Within 6.8 miles, climb to 5,000′ on course of 256° within 25 miles of VOR, or as directed by ATC. SHUTTLE: To 5,000′ on course of 160° outbound, 340° inbound within 25 miles or to 5,000′ on course of 256° outbound, 076 inbound within 25 miles.
	Perryville FM	076—33.0	2,600							
PIERRE, S. DAK. Pierre Airport, 1,742′ BVOR-DTV 117.7 mc, PIR Procedure No. 1	Pierre LFR	52—2.0	3,000	N side course: 067 outbound. 247 inbound. 3,000′ within 25 miles.	2,500	247—5.4	T-dn# C-d C-n A-dn	300-1.0 500-1.0 500-1.5 800-2.0	300-1.0 500-1.5 500-2.0 800-2.0	Within 5.4 miles, climb to 3,500′ on course of 247° within 25 miles of VOR, or as directed by ATC. #All take-offs to NW restricted to 400-1. Sliding scale will not apply.
PINE BLUFF, ARK. Grider Field, 205′ BVOR-DTVJ 116.0 mc, PBF Procedure No. 1	Int. 314° brg to Little Rock VOR (final).	179—9.0	940	E side course:# 359 outbound. 179 inbound. 1,400′ within 25 miles.	940	179—4.5	T-dn C-dn S-d S-n 17 A-dn	300-1.0 500-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 500-1.5 800-2.0	Within 4.5 miles, climb to 1,600′ on course of 179 within 25 miles of VOR, or as directed by ATC. #Non-standard procedure turn account danger area W side of course.
PITTSBURGH, PA. Allegheny County Airport, 1,252′ BVOR-DTV 117.4 mc, PIT Procedure No. 1	Pittsburgh LF Rng	218—6.0	2,500	S side course: 232 outbound. 052 inbound. 2,500′ within 15 miles: 2,600′ within 20 miles. 2,700′ within 25 miles.	2,000	052—7.5	T-dn C-dn A-dn	300-1.0 600-1.0 800-2.0	300-1.0 700-1.5 800-2.0	Within 7.5 miles, climb to 2,600′ on course of 075° within 20 miles of VOR.
PLATTSBURG, N. Y. Plattsburg Airport, 371′ BVOR-DTV 112.9 mc, PLB Procedure No. 1	Burlington LFR	349—23.0	1,500	N side course: 050 outbound. 230 inbound. 1,500′ within 15 miles (NA beyond 15 miles).	1,000	230—9.6	T-dn C-dn A-dn	300-1.0 600-1.5 800-2.0	300-1.0 600-1.5 800-2.0	Within 9.6 miles, make a climbing left turn and climb to 1,500′ returning to VOR. SHUTTLE: To 2,000′ on course of 050° outbound 230° inbound within 15 miles.

VHF OMNIRANGE (VOR) PROCEDURES—Continued

City and State; airport name, elevation; class of facility; frequency; identification; procedure No.	Initial approach to facility			Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance; facility to airport	Ceiling and visibility minimums			If visual contact not established at authorized landing minimums after passing facility within distance specified below, or if landing not accomplished; remarks
	From—	Course and distance	Minimum altitude (ft.)				Condition	Type aircraft: 75 m. p. h. or less	Type aircraft: More than 75 m. p. h.	
POCATELLO, IDAHO Phillips Field, 4,448′ BVOR-DTV 114.9 mc, PIH Procedure No. 1	Pocatello LFR	213—3.5	7,000	N side course:* 070 outbound. 250 inbound. 6,000′ within 25 miles.	5,400	031—3.6	T-dn C-d C-n A-dn	300-1.0 500-1.0 500-2.0 800-2.0	300-1.0 600-1.5 600-2.0 800-2.0	Within 3.6 miles, make climbing left turn, climb to 7,000′ on course of 234° within 25 miles of VOR, or as directed by ATC. *Procedure turn on S side NA due to high terrain.
PONCA CITY, OKLA. Ponca City Airport, 1,014′ BVOR-DTV 117.3 mc, PNC Procedure No. 1				S side course: 279 outbound. 099 inbound. 2,300′ within 25 miles.	1,820	099—3.5	T-dn C-dn A-dn	300-1.0 600-1.0 800-2.0	NA NA NA	Within 3.5 miles, climb to 2,500′ on course of 099° within 25 miles.
PRESCOTT, ARIZ. Prescott Airport, 5,042′ BVOR-DTV 114.1 mc, PRC Procedure No. 1				E side course: 325 outbound. 145 inbound. 8,000′ within 25 miles.	6,500	126—4.0	T-dn C-dn A-dn	800-2.0 1,000-2.0 1,000-2.0	1,000-2.0 1,500-2.0 1,500-2.0	Within 2.0 miles, turn left, climb to 8,000′ on course of 325° within 25 miles of VOR.
PRESQUE ISLE, MAINE Presque Isle AFB, 534′ VOR 114.7 mc, PQI Procedure No. 1				W side course: 360 outbound. 180 inbound. 2,000′ within 10 miles. 2,500′ within 25 miles.	1,500	180—5.4	T-dn C-dn S-dn 19 A-dn	300-1.0 700-1.0 700-1.0 800-2.0	300-1.0 700-1.5 700-1.0 800-2.0	Within 5.4 miles, climb to 2,700′ on course of 180° outbound from VOR within 25 miles.
PRINCETON, MAINE Princeton Airport, 250′ VORW 114.3 mc, PNN Procedure No. 1	Int. NE course Bangor and S course Houlton.	207—8.0	2,500	W side course: 342 outbound. 162 inbound. 2,200′ within 25 miles.	1,700	162—10.6	T-d T-n C-d C-n A-d A-n	3 0-1.0 NA 800-2.0 NA 1,000-2.0 NA	300-1.0 NA 800-2.0 NA 1,000-2.0 NA	Within 10.6 miles, climb to 2,000′ on course of 162° outbound from VOR within 25 miles.
PUEBLO, COLO. Pueblo Airport No. 1, 4,853′ BVOR-DTV 112.1 mc, PUB Procedure No. 1	St. Charles FM (final) Pueblo LFR	333—8.0 193—1.5	5,800 6,600	E side course: 168 outbound. 348 inbound. 6,600′ within 10 miles. (NA beyond 10 miles).	5,800	348—2.9	T-dn C-d C-n S-dn 35 A-dn	300-1.0 500-1.0 500-2.0 500-1.0 800-2.0	300-1.0 500-1.5 500-2.0 500-1.0 800-2.0	Within 2.9 miles, climb to 6,000′ on course of 76° within 25 miles of VOR, or as directed by ATC.
QUINCY, ILL. Baldwin-Quincy Airport, 769′ BVOR-DTV 115.6 mc, UIN Procedure No. 1	Quincy Rbn	198—2.7	1,800	E side course: 209 outbound. 029 inbound. 1,800′ within 25 miles.	1,300	029—7.2	T-dn* C-dn* S-dn 3 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 7.2 miles, climb to 1,900′ on course of 029° within 25 miles of VOR, or as directed by ATC. *1,560′ msl tower located approximately 6.5 miles WNW of airport.
RAPID CITY, S. DAK. Rapid City Airport, 3,172′ BVOR-DTV 116.9 mc, RAP Procedure No. 1	Rapid City LFR	326—8.0	4,400	E side course:* 345 outbound. 165 inbound. 4,400′ within 15 miles (NA beyond 15 miles).	3,900	139—9.2	T-dn C-dn A-dn	300-1.0 700-2.0 800-2.0	300-1.0 700-2.0 800-2.0	Within 9.2 miles, climb to 5,500′ on course of 164° within 25 miles of VOR, or as directed by ATC. *Procedure turn nonstandard account high terrain W.
RED BLUFF, CALIF. Bidwell Field, 354′ BVOR-DTV 114.9 mc, RBL Procedure No. 1				E side course: 145 outbound. 325 inbound. 2,000′ within 25 miles.	1,200	332—3.3	T-dn C-dn S-dn 33 A-dn	300-1.0 600-1.0 600-1.0 800-2.0	300-1.0 600-1.5 600-1.0 800-2.0	Within 3.3 miles, make right turn, climb to 2,500′ on course of 145° within 25 miles of VOR, or as directed by ATC.
ROCK SPRINGS, WYO. Rock Springs Airport, 6,752′ BVOR-DTV 114.7 mc, RKS Procedure No. 1	Rock Springs LFR	184—1.0	9,200	N side course: 081 outbound. 261 inbound. 9,200′ within 25 miles.	8,700	261—2.4	T-dn C-d C-n A-dn	300-1.0 1,000-1.0 1,000-2.0 1,000-2.0	300-1.0 1,000-1.5 1,000-2.0 1,000-2.0	Within 2.4 miles, climb to 10,000′ on course of 261° within 25 miles, of VOR, or as directed by ATC.
ROSWELL, N. MEX. Roswell Airport, 3,621′ BVOR-DTV 116.3 mc, ROW Procedure No. 1				E side course: 166 outbound. 346 inbound. 4,800′ within 25 miles.	4,300	346—3.8	T-dn C-dn A-dn	300-1.0 500-1.0 800-2.0	300-1.0 500-1.5 800-2.0	Within 3.8 miles, climb to 6,000′ on course of 346° within 25 miles.

VHF OMNIRANGE (VOR) PROCEDURES—Continued

City and State; airport name, elevation class of facility; frequency; identification; procedure No.	Initial approach to facility: From—	Initial approach to facility: Course and distance	Initial approach to facility: Minimum altitude (ft.)	Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance; facility to airport	Ceiling and visibility minimums: Condition	Ceiling and visibility minimums: Type aircraft: 75 m. p. h. or less	Ceiling and visibility minimums: Type aircraft: More than 75 m. p. h.	If visual contact not established at authorized landing minimums after passing facility within distance specified below, or if landing not accomplished; remarks
RUSSELL, KANS. Russell Airport, 1,860′ BVOR-DTVBJ 114.5 mc, RSL Procedure No. 1	----------	----------	----------	W side course: 349 outbound. 169 inbound. 3,000′ within 15 miles. 3,100′ within 25 miles.	2,500	169—0.6	T-dn* C-d C-n* A-dn*	300-1.0 600-1.5 600-2.0 800-2.0	NA NA NA NA	Within 0.6 miles, climb to 3,100′ on course of 169° within 25 miles of VOR, or as directed by ATC *Night operations on N/S runway only.
SACRAMENTO, CALIF. Sacramento Airport, 21′ BVOR-DTV 115.2 mc, SAC Procedure No. 1	Clarksburg FM (final) Sacramento ILS LMM	020—7.0 202—3.5	1,000 1,200	S side course: 198 outbound. 018 inbound. 1,200′ within 7.0 miles (NA beyond Clarksburg FM).	1,000	016—4.8	T-dn C-dn S-dn 2 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 600-1.5 500-1.0 800-2.0	Within 4.8 miles, climb to 2,500′ on course of 022° within 20 miles of VOR, or as directed by ATC. CAUTION: 220′ msl tower between VOR and LFR.
ST. JOSEPH, MO. Rosecrans Memorial Airport 821′ BVOR-DTV 114.8 mc, STJ Procedure No. 1	St. Joseph LFR	350—17.0	2,400	W side course: 347 outbound. 167 inbound. 2,400′ within 25 miles.	2,400	167—12.7	T-dn C-dn A-dn	300-1.0 1,000-3.0 1,000-3.0	300-1.0 1,000-3.0 1,000-3.0	Within 12.7 miles, climb to 2,500′ on course of 167° within 25 miles of VOR, or as directed by ATC. CAUTION: 4,000′ bluffs W, NW, and E of field.
ST. LOUIS, MO. Lambert-St. Louis Airport, 558′ BVOR-DTV 114.5 mc, STL Procedure No. 1	St. Louis LFR	303-11.0	1,800	W side course: 317 outbound. 137 inbound. 1,800′ within 10 miles. 1,900′ within 25 miles.	1,300	137—9.3	T-dn C-dn A-dn	300-1.0 700-2.0 800-2.0	300-1.0 700-2.0 800-2.0	Within 9.3 miles, climb to 2,100′ on course of 137° within 25 miles of VOR, or as directed by ATC.
ST. PETERSBURG, FLA. Pinellas Co., International Airport	(See TAMPA, FLA.)									
SALINAS, CALIF. Salinas Airport, 84′ BVOR-DTV 112.1 mc, SNS Procedure No. 1	----------	----------	----------	W side course: 304 outbound. 124 inbound. 2,000′ within 25 miles.	1,100	124—3.4	T-dn C-dn A-dn	300-1.0 600-1.5 800-2.0	300-1.0 600-1.5 800-2.0	Within 3.4 miles, climb to 5,000′ on course of 124° within 24 miles of VOR, or as directed by ATC.
SALT FLAT, TEX. Salt Flat Airport, 3,727′ BVOR-DPTV 117.4 mc, SFL Procedure No. 1	Salt Flat LFR	153—3.1	6,000	W side course:* 340 outbound. 160 inbound. 4,900′ within 15 miles. 5,000′ within 20 miles (NA beyond 20 miles).	4,420	160—0.0	T-d T-n C-d C-n A-dn	300-1.0 300-1.5 700-1.0 700-1.5 800-2.0	300-1.0 300-1.5 700-1.0 700-1.5 800-2.0	Within 0.0 mile, turn right, climb to 8,000′ on course of 261° within 25 miles of VOR, or as directed by ATC. *Maintain procedure turn altitude until within 10 miles of VOR. CAUTION: 4,030′ msl terrain, 2.5 miles WSW of airport.
SALT LAKE CITY, UTAH Salt Lake City Airport, No. 1, 4,222′ BVOR-DTXV 117.8 mc, SLC Procedure No. 1	Layton FM (final) Riverton FM	149—15.0 342—22.0	4,900 11,000	W side course: 329 outbound. 149 inbound. 7,500′ within 20 miles. 10,000′ within 25 miles.	4,900	146—4.4	T-dn C-dn S-dn 16 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 600-1.5 500-1.0 800-2.0	Within 4.4 miles, turn right and climb 11,000′ on course of 248° within 25 miles of VOR, or as directed by ATC. CAUTION: (1) 5,000′ terrain 3.5 miles E of VOR. (2) High terrain 8 miles E of N and S LFR courses, and W of S crs, also S. (3) 4,541′ msl radio mast, 3 miles SE of VOR. SHUTTLE: To 10,000′ on course of 329° outbound, 149° inbound, within 20 miles of VOR. All turns to W.
SAN ANGELO, TEX. Mathis Airport, 1,915′ BVOR-DTV 115.1 mc, SJT Procedure No. 1	San Angelo LFR	240—4.4	3,500	N side course: 061 outbound. 241 inbound. 3,500′ within 25 miles.	2,500*	234—2.1	T-dn C-dn S-d S-n 21 A-dn	300-1.0 500-1.0 500-1.0 500-1.5 800-2.0	300-1.0 500-1.5 500-1.0 500-1.5 800-2.0	Within 2.1 miles, climb to 3,500′ on course of 234° within 25 miles of VOR. *Maintain 3,500′ until definitely past San Angelo LFR.
SAN ANTONIO, TEX. San Antonio Airport, 800′ BVOR-DTV 116.8 mc, SAT Procedure No. 1	San Antonio LFR	353—4.5	2,100	W side course: 353 outbound. 173 inbound. 2,400′ within 10 miles. 2,800′ within 25 miles.	1,880*	173—7.2	T-dn C-dn S-dn 17 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 7.2 miles, climb to 2,500′ on course of 173° within 25 miles of VOR. *Descent to 1,300′ msl (500′ minimums) authorized after passing San Antonio LFR on final approach to airport if position over LFR positively determined by receipt of both aural and visual "Z" marker signals, or by ADF reversal.

VHF OMNIRANGE (VOR) PROCEDURES—Continued

City and State; airport name, elevation; class of facility; frequency; identification; procedure No.	Initial approach to facility			Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance; facility to airport	Ceiling and visibility minimums			If visual contact not established at authorized landing minimums after passing facility within distance specified below, or if landing not accomplished; remarks
	From—	Course and distance	Minimum altitude (ft.)				Condition	Type aircraft: 75 m. p. h. or less	Type aircraft: More than 75 m. p. h.	
SAN DIEGO, CALIF. Lindbergh Field, 15′ BVOR-DTV 113.9 mc, SAN Procedure No. 1	Int. 298° bearing to Long Beach VOR and 142° bearing to San Diego VOR.	142—30.0	2,500	W side course: 322 outbound. 142 inbound. 2,500′ within 25 miles.	1,500*	155—5.6	T-dn C-dn A-dn	300-1.0 800-2.0 800-2.0	300-1.0 800-2.0 800-2.0	Within 5.6 miles, climb to 3,000′ on course of 145° within 15 miles of VOR, or as directed by ATC. *Descent below 2,500′ not authorized until past La Jolla FM inbound.
	La Jolla FM (final)	142—2.0	1,500							
SANTA FE, N. MEX. Santa Fe Airport (New), 6,344′ BVOR-DTV 113.6 mc, SAF Procedure No. 1				E side course: 152 outbound. 332 inbound. 8,100′ within 25 miles.	7,700	328—4.8	T-d T-n* C-d C-n S-d S-n 33 A-dn	800-1.0 800-2.0 700-1.0 700-1.5 700-1.0 700-1.5 2,000-2.0 (BCOB)	800-1.0 800-2.0 1,300-2.0 700-1.5 700-1.0 700-1.5 2,000-2.0 (BCOB)	Within 4.8 miles, turn right and climb to 10,000′ on course of 152° within 25 miles. #Night take-off on runway 28 and night landing on runway 10 not authorized. SHUTTLE: To 8,100′ on course of 152° within 10 miles.
SAVANNAH, GA. Travis Field, 50′ BVOR-DTV 112.7 mc, SAV Procedure No. 1	Savannah LFR	304—4.0	1,200	E side course: 196 outbound. 016 inbound. 1,200′ within 25 miles.	700	016—6.5	T-dn C-dn S-dn 36 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 6.5 miles, climb to 1,300′ on course of 016° within 25 miles of VOR, or as directed by ATC.
SEATTLE, WASH. Boeing Field, 17′ BVOR-DTXPV 113.9 mc, SEA Procedure No. 1	Hobart FM	266—16.0	4,000	E side course: 158 outbound. 338 inbound. 2,000′ within 14 miles (NA beyond 14 miles).	1,600	346—5.8	T-dn C-dn A-dn	300-1.0 800-2.0 800-2.0	300-1.0 800-2.0 800-2.0	Within 5.8 miles, climb to 2,000′ on course of 338° within 25 miles of VOR, or as directed by ATC.
	Int. NW course Seattle LFR and 158° bearing to VOR.	158—7.0	2,000							
	Seattle LFR	193—4.5	2,000							
	Int. Lakeview FM and 355° brg to Seattle VOR, to Int. 338° brg to Seattle VOR (final).	027—8.0	1,600							
SHREVEPORT, LA. Downtown Airport, 179′ BVOR-DTV 112.9 mc, SHV Procedure No. 1	Shreveport LFR	339—14.0	1,700	E side course: # 339 outbound. 159 inbound. 1,500′ within 25 miles	1,180	159—16.0	T-dn C-d C-n S-d S-n 18 A-dn	300-1.0 1,000-1.0 1,000-1.5 1,000-1.0 1,000-1.5 NA	300-1.0 1,000-1.5 1,000-1.5 1,000-1.0 1,000-1.5 NA	Within 0.0 miles, climb to 1,500′ on course of 159° within 25 miles of VOR, or as directed by ATC. NOTE: No weather reporting service or communications available at this airport. #Deviation from standard criteria authorized in direction of procedure turn due to ATC.
SIOUX CITY, IOWA. Sioux City Airport, 1,097′ BVOR-DTV 115.5 mc, SUX Procedure No. 12	Sioux City LFR	119—2.0	2,400	E side course: 133 outbound. 313 inbound. 2,400′ within 25 miles.	1,900	313—4.0	T-dn C-dn S-dn 31 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 600-1.5 500-1.0 800-2.0	Within 4.0 miles, climb to 2,700′ on course of 313° within 25 miles of VOR. CAUTION: 1,318′ terrain, 1.5 miles ENE of airport.
	Sloan FM (final)	330—7.0	1,900							
SIOUX FALLS, S. DAK. Sioux Falls Airport, 1,423′ BVOR-DTV 117.3 mc, BUJ Procedure No. 1	Sioux Falls, LFR	355—4.0	2,700	W side course: 327 outbound. 147 inbound. 2,700′ within 25 miles.	2,200	147—4.7	T-dn C-dn S-dn 15 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 4.7 miles, climb to 2,800′ on course of 60° within 25 miles of VOR, or as directed by ATC.
SPRINGFIELD, ILL. Capital Airport, 595′ BVOR-DTV 112.7 mc, SPI Procedure No. 1	Springfield LFR	030—10.0	2,000	N side course: 036 outbound. 216 inbound. 1,800′ within 25 miles.	1,300	216—3.8	T-dn C-dn S-dn 22 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 3.8 miles, climb to 2,000′ on course of 209° within 25 miles of VOR, or as directed by ATC.
SPRINGFIELD, MO. Springfield Airport, 1,267′ BVOR-DTV 116.9 mc, SGF Procedure No. 1	Springfield LFR	49—0.7	2,300	W side course: 013 outbound. 193 inbound. 2,300′ within 25 miles.	1,800	193—7.8	T-dn C-dn A-dn	300-1.0 500-2.0 800-2.0	300-1.0 500-2.0 800-2.0	Within 7.8 miles, climb to 2,700′ on course of 193° within 25 miles of VOR.
SYRACUSE, N. Y. Hancock Airport, 419′ BVOR-DTV 113.3 mc, SYR Procedure No. 1	Syracuse LFR	056—5.0	1,700	S side course: 311 outbound. 131 inbound. 1,700′ within 20 miles (NA beyond 20 miles).	1,200	131—5.5	T-dn# C-dn S-dn 14 A-dn	300-1.0 700-1.0 500-1.0 800-2.0	300-1.0 700-1.5 500-1.0 800-2.0	Within 5.5 miles, climb to 1,900′ on course of 100° within 25 miles of VOR. #600-1 required for takeoff to SE. CAUTION: 833′ msl radio mast located 1.3 miles SE and 935′ msl radio mast located approx 3 miles SW of airport.

VHF OMNIRANGE (VOR) PROCEDURES—Continued

City and State; airport name, elevation; class of facility; frequency; identification; procedure No.	Initial approach to facility			Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance; facility to airport	Ceiling and visibility minimums			If visual contact not established at authorized landing minimums after passing facility within distance specified below, or if landing not accomplished; remarks
	From—	Course and distance	Minimum altitude (ft.)				Condition	Type aircraft: 75 m. p. h. or less	Type aircraft: More than 75 m. p. h.	
TALLAHASSEE, FLA. Dale Mabry Field, 70′ BVOR-DTV 116.9 mc, TLH Procedure No. 1	Tallahasee LFR	007—6.0	1,300	W side course: 339 outbound. 159 inbound. 1,300′ within 25 miles.	800	159—5.8	T-dn C-dn S-dn 18 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 5.8 miles, climb to 1,500′ on course of 159° within 25 miles of VOR, or as directed by ATC. CAUTION: 306′ msl obstruction, 1 mile NE of airport.
TAMPA, FLA. Pinellas County, International Airport (St. Petersburg), 10′ BVOR-DTV 116.5 mc, TPA Procedure No. 1	Tampa, FLR	275—17.0	1,500	S side course: 272 outbound. 092 inbound. 1,350′ within 25 miles.	840	092—3.3	T-dn C-dn S-dn 9 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 3.3 miles, climb to 1,600′ of 092° within 25 miles of VOR, or as directed by ATC.
TERRE HAUTE, IND. Holman Field, 585′ BVOR-DTV 115.3 mc, HUF Procedure No. 1	Terre Haute LFR	43—8.2	1,900	W side course: 001 outbound. 181 inbound. 1,900′ within 25 miles.	1,360	181—3.4	T-dn C-d C-n A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-2.0 800-2.0	Within 3.4 miles, climb to 1,900′ on course of 191° outbound from VOR within 25 miles.
	Int. N course Terre Haute LFR and SE course Chanute LFR.	143—8.5	1,900							
TEXARKANA, ARK. Texarkana Airport, 389′ BVOR-DTV 117.1 mc, TXK Procedure No. 1	Texarkana LFR	346—3.0	1,500	W side course: 324 outbound. 144 inbound. 1,500′ within 25 miles.	1,000	144—4.5	T-dn C-dn S-d S-n 13 A-dn	300-1.0 500-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 500-1.5 800-2.0	Within 4.5 miles, climb to 1,700′ on course of 163° within 25 miles of VOR or as directed by ATC.
THE DALLES, OREG. The Dalles Airport, 243′ BVOR-DTV 117.9 mc, DLS Procedure No. 1	The Dalles LFR	69—10.6	5,000	S side course:* 069 outbound. 249 inbound. 4,000′ within 25 miles.	2,740	249—13.6#	T-d T-n C-d C-n A-d A-n	1,500-1.0 1,500-2.0 2,500-3.0 2,500-3.0 2,500-3.0 2,500-3.0	1,500-1.0 NA 2,500-3.0 NA 2,500-3.0 NA	Within 13.6 miles, make climbing left turn, climb to 4,000′ on course of 75° within 25 miles of VOR, or as directed by ATC. #Flights will be conducted so as to proceed VFR from the VOR to the airport. *Procedure turn on N side NA due to high terrain.
	Int. N course The Dalles LFR and 148° bearing to VOR.	148—16.0	5,000							
THERMAL, CALIF. Thermal Airport, 117′ BVOR-DTV 114.3 mc, TRM Procedure No. 1	Int. 256° bearing to Ontario VOR and 145° bearing to Thermal VOR.	145—21.0	7,000	E side course: 125 outbound. 305 inbound. 3,000′ within 25 miles.	1,380	305—0.0	T-dn C-dn A-dn	300-1.0 1,500-3.0 1,500-3.0	300-1.0 1,500-3.0 1,500-3.0	Within 0.0, mile turn right, climb to 9,000′ on course of 140° within 25 miles of VOR, or as directed by ATC. SHUTTLE: To 4,000′ on course of 125° outbound, 305° inbound within 25 miles of VOR. All turns to E side of course.
	Int. 37° bearing to Hayfield Rbn and 322° bearing to Thermal VOR.	322—15.0	4,000							
TOPEKA, KANS. Philip Billard Airport, 880′ BVOR-DTC 117.8 mc, TOP Procedure No. 1	Topeka Rbn at ILS OM	70—7.0	2,300	W side course: 028 outbound. 208 inbound. 2,300′ within 25 miles.	1,800	208—5.7	T-dn C-dn S-dn 22 A-dn	300-1.0 600-1.0 600-1.0 800-2.0	300-1.0 600-1.5 600-1.0 800-2.0	Within 5.7 miles, climb to 2,500′ on course of 162° outbound from VOR within 25 miles, or as directed by ATC.
TRUTH OR CONSEQUENCES, N. MEX. Truth or Consequences Airport, 4,849′ BVOR-DTV 112.7 mc, TCS Procedure No. 1	Truth or Consequences LFR.	270—18.0	8,000	E side course: 360 outbound. 180 inbound. 8,000′ within 10 miles (NA beyond 10 miles).	6,800	160—2.8	T-dn C-dn A-dn	500-1.0 1,500-1.0 2,000-3.0	500-1.0 1,500-1.0 2,000-3.0	Within 2.8 miles, climb to 10,000′ on course of 130° within 25 miles of VOR, or as directed by ATC. NOTE: Procedure turn non-standard due to terrain.
TUCUMCARI, N. MEX. Tucumcari Airport, 4,063′ BVOR-DTV 112.3 mc, TCC Procedure No. 1	Tucumcari LFR	078—3.0	5,200	N side course: 086 outbound. 266 inbound. 5,200′ within 25 miles.	4,740	266—0.0	T-dn C-dn A-dn	300-1.0 700-1.0 800-2.0	300-1.0 700-1.5 800-2.0	Within 0.0 mile, turn left, climb to 7,500′ on course 254° within 25 miles of VOR.
TUSCALOOSA, ALA. Van De Graaff Airport, 169′ BVOR-DTV 113.5 mc, TCL Procedure No. 1	Tuscaloosa Rbn	056—5.0	1,300	N side course: 056 outbound. 236 inbound. 1,800′ within 25 miles.	1,300	236—4.5	T-dn C-d C-n A-dn	300-1.0 500-1.0 500-2.0 800-2.0	NA NA NA NA	Within 4.5 miles, climb to 1,800′ on course of 236° within 25 miles of VOR, or as directed by ATC. CAUTION: 399′ msl tower, 1.5 miles N of airport.
UKIAH, CALIF. Ukiah Airport, 615′ VORW-TVJ 112.3 mc; UKI Procedure No. 1				S side course: 200 outbound. 020 inbound. 5,000′ within 25 miles.	4,600	020—6.3	T-d T-n# C-d C-n* A-d A-n*	4,000-3.0 4,000-5.0 4,000-3.0 4,000-5.0 4,000-3.0 4,000-5.0	4,000-3.0 4,000-5.0 4,000-3.0 4,000-5.0 4,000-3.0 4,000-5.0	Within 6.3 miles, if not contact over VOR, climb to 6,000′ on course of 360° within 15 miles of VOR, or as directed by ATC. *Night landings authorized Runway 16 only. #Night take-offs authorized Runway 34 only.

VHF OMNIRANGE (VOR) PROCEDURES—Continued

City and State; airport name, elevation; class of facility; frequency; identification; procedure No.	Initial approach to facility			Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance; facility to airport	Ceiling and visibility minimums			If visual contact not established at authorized landing minimums after passing facility within distance specified below, or if landing not accomplished; remarks
	From—	Course and distance	Minimum altitude (ft.)				Condition	Type aircraft: 75 m. p. h. or less	Type aircraft: More than 75 m. p. h.	
VALDOSTA, GA. Valdosta Airport, 203′ BVOR-TV 113.7 mc; VLD Procedure No. 1	Valdosta Rbn	182—7.0	1,300	E side course: 182 outbound. 002 inbound. 1,300′ within 25 miles.	800	002—7.0	T-dn C-dn S-dn 35 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 7.0 miles, turn left, climb to 1,500′ on course of 315° within 25 miles of VOR, or as directed by ATC.
VERO BEACH, FLA. Vero Beach Airport, 25′ BVOR-TV 117.3 mc; VRB Procedure No. 1				S side course: 290 outbound. 110 inbound. 1,200′ within 25 miles.	520	110—4.2	T-dn C-dn S-dn 11 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 4.2 miles, climb to 1,200′ on course of 110° within 25 miles of VOR, or as directed by ATC.
VICHY, MO. Vichy Airport, 1,148′ BVOR-DTV 117.7 mc, VIH Procedure No. 1	Vichy LFR	012—4.5	2,200	N side course: 063 outbound. 243 inbound. 2,200′ within 25 miles.	1,700	243—3.6	T-dn C-dn S-d S-n 22 A-dn	300-1.0 500-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 500-1.5 800-2.0	Within 3.6 miles, climb to 2,600′ on course of 243° outbound from VOR within 25 miles. NOTE: Runway lights on call from Vichy radio.
WACO, TEX. Waco Airport, 515′ BVOR-DTV 115.3 mc; ACT Procedure No. 1				W side course: 319 outbound. 139 inbound. 2,000′ within 25 miles.	1,500	139—3.8	T-dn C-dn S-d S-n 14 A-dn	300-1.0 500-1.0 500-1.0 500-1.5 800-2.0	300-1.0 500-1.5 500-1.0 500-1.5 800-2.0	Within 3.8 miles, climb to 2,000′ on course of 139° within 25 miles.
WALNUT RIDGE, ARK. Walnut Ridge Airport, 275′ BVOR-DTV 115.7 mc; ARG Procedure No. 1	Walnut Ridge LFR	184—6.5	1,700	S side course: 246 outbound. 066 inbound. 1,600′ within 25 miles	1,100	066—1.3	T-d T-n C-d C-n A-d A-n	300-1.0 NA 500-1.0 NA 800-2.0 NA	300-1.0 NA 500-1.5 NA 800-2.0 NA	Within 1.3 miles, climb to 2,500′ on course of 066° within 25 miles of VOR
WATERTOWN, N. Y. Watertown Airport, 325′ BVOR-DTVJ 116.1 mc; ART Procedure No. 1				N side course: 228 outbound. 048 inbound. 1,600′ within 15 miles (N A beyond 15 miles).	1,100	048—3.2	T-dn C-dn S-dn 6 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 3.2 miles, climb to 2,000′ on course of 048° within 25 miles of VOR. NOTE: Procedure turn N to avoid terrain to S.
WATERTOWN, S. DAK. Watertown Airport, 1,747′ BVOR-DTV 116.6 mc; ATY Procedure No. 1	Watertown LFR	316—5.0	2,900	W side course: 357 outbound. 177 inbound. 2,900′ within 10 miles 3,000′ within 15 miles 3,200′ within 25 miles.	2,400	177—4.3	T-dn C-dn S-dn 17 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 4.3 miles, climb to 3,000′ on course of 177° within 25 miles of VOR, or as directed by ATC.
WEST PALM BEACH, FLA. Palm Beach International Airport 19′ BVOR-DTV 115.5 mc; PBI Procedure No. 1	W. Palm Beach LFR	281—1.0	1,200	S side course: 274 outbound. 094 inbound. 1,200′ within 25 miles.	700	094—3.0	T-dn C-dn S-dn 9 A-dn	300-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 800-2.0	Within 3.0 miles, climb to 1,200′ on course of 094° within 25 miles of VOR.
WHEELING, W. VA. Ohio County Airport, 1,195′ BVOR-VDTJ 112.7 mc; HLG Procedure No. 1	Berghölz Rbn Clinton Rbn Cecil Rbn Int. 291° course from Pittsburgh VOR and 220° course to Wheeling VOR (final).	138—27.0 220—20.0 265—22.0 220—10.0	2,500 2,700 2,500 2,200	W side course: 040 outbound. 220 inbound. 2,700′ within 15 miles (NA beyond 15 miles).	2,200	220—6.7	T-dn*# C-dn# S-dn# 21 A-dn#	300-1.0 600-1.0 600-1.0 800-2.0	300-1.0 700-1.5 600-1.0 800-2.0	Within 6.7 miles ,climb to 2,600′ on course of 210° within 25 miles, or as directed by ATC. *Take-offs NA on Runway 9. #Night operation NA on Runway 9-27.

VHF OMNIRANGE (VOR) PROCEDURES—Continued

City and State; airport name, elevation; class of facility; frequency; identification; procedure No.	Initial approach to facility			Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance; facility to airport	Ceiling and visibility minimums			If visual contact not established at authorized landing minimums after passing facility within distance specified below, or if landing not accomplished; remarks
	From—	Course and distance	Minimum altitude (ft.)				Condition	Type aircraft: 75 m. p. h. or less	Type aircraft: More than 75 m. p. h.	
WICHITA FALLS, TEX. Wichita Falls Airport (Sheppard AFB), 1,029′ BVOR-DTV 112.7 mc; ICH Procedure No. 1	Jolly FM	294—14.5	2,500	S side course: 254 outbound. 074 inbound. 2,200′ within 25 miles.	1,660	079—4.3	T-dn C-dn A-dn	300-1.0 500-1.0 800-2.0	300-1.0 500-1.5 800-2.0	Within 4.3 miles, turn left, climb to 2,500′ on course of 40° withing 25 miles of VOR.
	Wichita Falls LFR	273—6.7	2,500							
WINK, TEX. Wink Airport, 2,824′ BVOR-DTV 112.1 mc; INK Procedure No. 1	Wink LFR	330—9.0	4,900	W side course: 328 outbound. 148 inbound. 4,400′ within 25 miles.	3,900	148—6.9	T-dn C-dn S-d S-n 13 A-dn	300-1.0 500-1.0 500-1.0 500-1.5 800-2.0	300-1.0 500-1.5 500-1.0 500-1.5 800-2.0	Within 6.9 miles, climb to 4,000′ on course of 148° within 25 miles.
WINSLOW, ARIZ. Winslow Airport, 4,937′ BVOR-DTV 114.9 mc; INW Procedure No. 1	Joseph City FM	257—25.0	7,000	E side course: 300 outbound. 120 inbound. 7,000′ within 25 miles.	6,000	104—4.4	T-dn C-dn S-dn 10 A-dn	300-1.0 500-2.0 500-1.0 800-2.0	300-1.0 600-2.0 500-1.0 800-2.0	Within 4.4 miles, turn left, climb to 7,000′ on course of 077° within 25 miles of VOR, or as directed by ATC. SHUTTLE: To 8,000′ on course of 120° outbound, 300° inbound within 25 miles.
YAKIMA, WASH. Yakima Airport, 1,077′ BVOR-DTV 116.0 mc; YKM Procedure No. 1	Yakima LFR	339—1.8	4,000	S side course.* 107 outbound. 287 inbound.# 4,000′ within 10 miles (NA beyond 10 miles).	3,000#	248—4.2	T-d T-n C-d C-n A-d A-n	500-1.0 800-2.0 800-2.0 800-2.0 800-2.0 800-2.0	500-1.0 800-2.0 800-2.0 1,000-2.0 800-2.0 1,000-2.0	Within 4.2 miles, turn right climbing to 5,000′, proceed on 100° bearing to VOR, thence proceed outbound on 107° bearing from VOR within 25 miles, or as directed by ATC. *Procedure turn N side NA due to high terrain and danger area. #Final approach area restricted account of danger area 4 miles NE of VOR. CAUTION: High terrain extends from NE to NW of VOR station.
	Int. 349° brg to Ellensburg VOR and 102° brg to Yakima VOR.	102—7.5	4,000							
YOUNGSTOWN, OHIO Youngstown Airport, 1,196′ BVOR-DTV 114.7 mc; YNG Procedure No. 1	Youngstown LOM	027—10.0	2,300	W side course: 003 outbound. 183 inbound. 2,200′ within 25 miles.	1,740	183—4.6	T-dn C-dn S-d S-n 18 A-dn	300-1.0 500-1.0 500-1.0 500-1.0 800-2.0	300-1.0 500-1.5 500-1.0 500-1.5 800-2.0	Within 4.6 miles, climb to 2,600′ on course of 183° within 25 miles of VOR, or as directed by ATC.
	Gustavus FM (final)	183—9.0	1,740							
YUMA, ARIZ. Yuma County Airport, 213′ BVOR-DTV 115.5 mc; YUM Procedure No. 1	----------	----------	----------	E side course:* 346 outbound. 166 inbound. 3,000′ within 25 miles.	2,500	166—7.1	T-dn C-dn A-dn	300-1.0 600-1.0 800-2.0	300-1.0 600-1.5 800-2.0	Within 7.1 mills, climb to 3,500′ on course of 166° within 20 miles of VOR, or as directed by ATC. *Maneuvering area for procedure turn limited to 5 miles on each side of final approach course due to danger area E of course.

7. The very high frequency omnirange procedures prescribed in § 609.15 (b) are amended to read in part:

VHF OMNIRANGE (TVOR) PROCEDURES

When a TVOR instrument approach is conducted at the below named airport(s), it shall be in accordance with the following instrument approach procedure(s), unless an approach is conducted in accordance with a different procedure authorized by the Administrator for such airport(s). Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particula area, or as set forth below:

NOTE: Bearings, headings, courses are magnetic. Distances are in statute miles. Elevations and altitudes are in feet MSL. Ceilings are in feet above airport elevation.

City and State; airport name, elevation; class of facility; frequency; identification; procedure No.	Initial approach to facility			Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance from int. runway centerline extended and final approach course to approach end of runway	Ceiling and visibility minimums			If visual contact not established at TVOR, or if landing not accomplished; remarks
	From—	Course and distance	Minimum altitude (ft.)				Condition	Type aircraft: 75 m. p. h. or less	Type aircraft: More than 75 m. p. h.	
BOSTON, MASS. Logan Airport, 19′ BVOR-DTXV 117.7 mc; BOS Procedure No. TVOR-4R	Peabody FM	210—11.0	1,500	E side course: 237 outbound. 057 inbound. 1,700′ within 10 miles (NA beyond 10 miles).	1,000*	035—1.1	T-dn	300-1.0	300-1.0	Within 0.0 mile, climb to 1,500′ on course of 031° within 25 miles of VOR, or when directed by ATC, climb to 1,500′ on outbound course of 100°. *If NW course of Squantum NAS LFR is identified on final, ceiling minimums of 700′ for landing are applicable.
	Int. W crs Boston LFR and NW crs Squantum NAS LFR.	126—17.0	1,700				C-dn*	1,000-1.0	1,000-1.5	
							S-dn*	1,000-1.0	1,000-1.0	
							4R			
							A-dn	1,000-2.0	1,000-2.0	
	Int. SW crs Boston LFR and N crs Providence LFR.	060—27.0	1,700							
	Int. NW crs Squantum NAS LFR and 057° inbnd crs (final).	057—4.5	1,700							
	Boston LFR	206—2.0	1,500							
	Squantum NAS LFR	005—7.0	1,500							
	Dedham FM (final)	060—12.0	1,200							
Procedure No. TVOR-15	Peabody FM	210—11.0	1,500	S side course: 327 outbound. 147 inbound. 1,700′ within 10 miles (NA beyond 10 miles).	1,100*	150—0.3	T-dn	300-1.0	300-1.0	Within 0.0 mile, climb to 1,700′ on course of 215° within 10 miles of VOR, or when directed by ATC, climb to 1,500′ on outbound course of 031°. *If W course of Boston LFR is identified on final, ceiling minimums of 700′ for landing are applicable.
	Int. W course Boston LFR and NW course Squantum NAS LFR.	126—17.0	1,700				C-dn*	1,100-1.0	1,100-1.5	
							S-dn*	1,100-1.0	1,100-1.0	
							15			
							A-dn	1,100-2.0	1,100-2.0	
	Int. SW course Boston LFR and N course Providence LFR.	060—27.0	1,700							
	Boston LFR	206—2.0	1,500							
	Squantum NAS LFR	005—7.0	1,500							
	Int. W course Boston LFR and 147° inbound course (final).	147—5.0	700*							
Procedure No. TVOR-22L	Int. SW course Boston LFR and N course Providence LFR.	060—27.0	1,700	W side course: 016 outbound. 196 inbound. 1,700′ within 10 miles (NA beyond 10 miles).	700	215—1.0	T-dn	300-1.0	300-1.0	Within 0.0 mile, climb to 1,700′ on course of 215° within 10 miles of VOR, or when directed by ATC, climb to 1,500′ on outbound course of 100°.
							C-dn	700-1.0	700-1.5	
							S-dn	700-1.0	700-1.0	
							22L			
	Peabody FM	210—11.0	1,500				A-dn	800-2.0	800-2.0	
	Int. W course Boston LFR and NW course Squantum NAS LFR.	126—17.0	1,700							
	Boston LFR	206—2.0	1,500							
	Squantum NAS LFR	005—7.0	1,500							
Procedure No. TVOR-27	Int. W course Boston LFR and NW course Squantum NAS LFR.	126—17.0	1,700	N side course: 086 outbound. 266 inbound. 1,300′ within 10 miles (NA beyond 10 miles).	600	272—0.6	T-dn	300-1.0	300-1.0	Within 0.0 mile, climb to 1,700′ on course of 215° within 10 miles of VOR, or when directed by ATC, climb to 1,500′ on outbound course of 031°. NOTE: Standard clearance not provided over 370′ stack SW of airport.
							C-dn	600-1.0	600-1.5	
							S-dn	600-1.0	600-1.0	
							27			
	Peabody FM	210—11.0	1,500				A-dn	800-2.0	800-2.0	
	Boston LFR	206—2.0	1,500							
	Squantum NAS LFR	005—7.0	1,500							
	Int. SW course Boston LFR and N course Providence LFR.	060—27.0	1,700							

VHF OMNIRANGE (TVOR) PROCEDURES—Contsnued

City and State; airport name, elevation; class of facility; frequency; identification; procedure No.	Initial approach to facility: From—	Course and distance	Minimum altitude (ft.)	Procedure turn: ( ) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance from int. runway centerline extended and final approach course to approach end of runway	Ceiling and visibility minimums: Condition	Type aircraft: 75 m. p. h. or less	Type aircraft: More than 75 m. p. h.	If visual contact not established at TVOR, or if landing not accomplished; remarks
BOSTON, MASS.—Con. Logan Airport Procedure No. TVOR-33	Peabody FM	210—11.0	1,500	N side course: 159 outbound. 339 inbound. 1,500′ within 10 miles (NA beyond 10 miles).	1,000*	330—0.4	T-dn	300-1.0	300-1.0	Within 0.0 mile, climb to 1,700′ on course of 215° within 10 miles of VOR, or when directed by ATC, climb to 1,500′ on outbound course of 031°. *If NE course of Squantum NSA LFR is identified on final, ceiling minimums of 500′ for landing are applicable. NOTE: Standard clearance not provided over 370′ stack S of airport.
							C-dn*	1,000-1.0	1,000-1.5	
	Int. W crs Boston LFR and NW crs Squantum NAS LFR.	126—17.0	1,700				S-dn*	1,000-1.0	1,000-1.0	
							33 A-dn	1,000-2.0	1,000-2.0	
	Int. SW crs Boston LFR and N crs Providence LFR.	060—27.0	1,700							
	Boston LFR	206—2.0	1,500							
	Squantum NAS LFR	005—7.0	1,500							
	Int. NE crs Squantum NAS LFR and 339° inbound crs (final).	339—7.0	500*							
TOLEDO, OHIO Toledo Airport, 622′ LVOR-DTV 113.6 mc. TOL Procedure No. TVOR-4	Waterville VOR	049—11.0	1,900	E side course: 215 outbound. 035 inbound. 1,800′ within 10 miles (NA beyond 10 miles).	1,120	041—0.25	T-dn	300-1.0	300-1.0	Within 0.0 mile, make right climbing turn to 1,800′ on course of 142° within 20 miles of LVOR, or as directed by ATC.
							C-d	500-1.0	500-1.5	
	Genoa Rbn	317—4.5	1,800				C-n	500-1.5	500-1.5	
							S-d	500-1.0	500-1.5	
	Toledo LFR	342—9.0	1,900				S-n	500-1.5	500-1.5	
							4 A-dn	800-2.0	800-2.0	
Procedure No. TVOR-14	Waterville VOR	049—11.0	1,900	W side course: 309 outbound. 129 inbound. 2,100′ within 10 miles, (NA beyond, 10 miles).	1,640 (Over Maumee Int.)	129—0.29	T-dn	300-1.0	300-1.0	Within 0.0 mile, climb to 1,800′ on course of 142° within 15 miles of LVOR, or as directed by ATC. *The intersection of 129° VOR course to Toledo-LVOR and the 205° VOR course to Waterville VOR.
							C-dn	600-1.0	600-1.5	
	Genoa Rbn	317—4.5	1,800				S-dn	600-1.0	600-1.5	
							14 A-dn	800-2.0	800-2.0	
	Toledo LFR	342—9.0	1,900							
	Maumee Int. (final)	129—4.7	1,200							
Procedure No. TVOR-32	Waterville VOR	049—11.0	1,900	E side course: 142 outbound. 322 inbound. 1,800′ within 10 miles (NA beyond 10 miles).	1,300 (Over Genoa Int.)	322—02.5	T-dn	300-1.0	300-1.0	Within 0.0 mile, climb to 2,100′ on course of 309° within 20 miles of LVOR, or as directed by ATC. *Intersection of 322° VOR course to Toledo LVOR and 249° VOR course to Waterville VOR.
							C-d	500-1.0	500-1.5	
	Genoa Rbn	317—4.5	1,800				C-n	500-1.5	500-1.5	
							S-dn	500-1.0	500-1.5	
	Toledo LFR	342—9.0	1,900				32 A-dn	800-2.0	800-2.0	
	Genoa Int. (final)	322—4.2	1,000							

These procedures shall become effective upon publication in the FEDERAL REGISTER.

(Sec. 205, 52 Stat. 984, as amended; 49 U. S. C. 425. Interpret or apply sec. 601, 52 Stat. 1007, as amended; 49 U. S. C. 551)

[SEAL]

S. A. KEMP,
Acting Administrator of Civil Aeronautics.

[F. R. Doc. 53-9802; Filed, Dec. 2, 1953; 8:45 a. m.]

[Amdt. 50]

PART 609—STANDARD INSTRUMENT APPROACH PROCEDURES

ALTERATIONS

The standard instrument approach procedure alterations appearing hereinafter are adopted to become effective when indicated in order to promote safety of the flying public. Compliance with the notice, procedures, and effective date provisions of section 4 of the Administrative Procedure Act would be impracticable and contrary to the public interest, and therefore is not required.

Part 609 is amended as follows:

1. The low frequency range procedures prescribed in § 609.6 are amended to read in part:

LFR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Bearings, headings, and courses are magnetic. Distances are in statute miles unless otherwise indicated. Elevations and altitudes are in feet, MSL. Ceilings are in feet above airport elevation.

If an LFR instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure authorized by the Administrator for Civil Aeronautics for such airport. Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below.

City and State; airport name, elevation; facility; class and identification; procedure No.; effective date	Initial approach to facility from—	Course and distance	Minimum altitude (ft.)	Procedure turn (—) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance, facility to airport	Ceiling and visibility minimums: Condition	Ceiling and visibility minimums: Type aircraft: 75 m. p. h. or less	Ceiling and visibility minimums: Type aircraft: More than 75 m. p. h.	If visual contact not established at authorized landing minimums after passing facility within distance specified, or if landing not accomplished
1	2	3	4	5	6	7	8	9	10	11
GRAND ISLAND, NEBR. Grand Island, 1,846′ SBMRLZ-VDT, GRI Procedure No. 1 November 25, 1953	Grand Island VOR	345—0.8	3,100	W side N course: 345 outbound. 165 inbound. 3,100′ within 15 miles. 3,200′ within 25 miles.	2,440	155—1.7	T-dn C-dn A-dn	300-1 500-1 1,000-2 BCOB	300-1 500-1½ 1,000-2 BCOB	Within 1.7 miles climb to 3,200′ on S course within 25 miles.
HUTCHINSON, KANS. Hutchinson, 1,542′ SBMRLZ-VDT, HUT Procedure No. 1 November 25, 1953	Hutchinson VOR North Fork "HW" or Marker (final).	062—4.0 350—13.0	2,800 2,300	E side S course: 170 outbound. 350 inbound. 2,800′ within 15 miles. Proc. turn NA 15 miles account ATC.	2,300	350—3.1	T-dn C-d C-n S-d S-n 35 A-dn	300-1 500-1 500-1½ 500-1 500-1½ 800-2	300-1 500-1½ 500-1½ 500-1 500-1½ 800-2	Within 3.1 miles climb to 2,800′ on N course within 25 miles or when directed by ATC turn left and climb to 3,000′ on W course HUT-LFR within 25 miles. CAUTION: 2,340′ TV tower located 4.6 miles ESE of airport. Aircraft taking off to N, S, NE, SE climb to 2,800′ prior to proceeding toward TV tower 2,340′ MSL.
OAKLAND, CALIF. Municipal, 5′ SBRAZ-VDTX OAK Procedure No. 1 December 1, 1953	Baypoint FM Evergreen FM/H Newark FM/H Mt. Eden Int. (final)*	200—24 304—37 304—16 304—8 (To Rng Sta.)	3,000 3,500 1,800 500	S side SE course: 124° outbound. 304° inbound. 1,500′ within 1[illegible] miles. Beyond 10 miles NA due to traffic conflictions. All descents and maneuvering beyond 10 miles must be done in accordance with Newark holding pattern procedure.	Mt. Eden Int.* 1,000	Mt. Eden Int.* 304—7	T-dn C-dn S-dn 27 L/R A-dn	300-1 500-1 500-1 800-2	300-1 600-1½ 500-1 800-2	Over Oak LFR climb to 2,000′ on NW course of Oak LFR within 15 miles (Richmond Int.). All maneuvering W of course. Missed or aborted approaches must cross Oak LFR at not above 1,500′. *Mt. Eden Int. defined as Int. SE course Oak LFR and bearing 047° magnetic to Hayward Rbn. (Hwd 242 kc). If Mt. Eden Int. not received descent below 1,000′ NA and 1,000′ landing minimums apply. CAUTION: High terrain (Mt. Diablo 3,925′ MSL) 7 miles SE of NE course 17 miles from Oak LFR. Also, high terrain paralleling SE course on NE side. Deviation from standard criteria authorized on terrain clearance for final approach in Item 6, and in missed approach altitude.
PHILIPSBURG, PA. Municipal Airport, 1,933′ SBRAZ-VDT PSB Procedure No. 1 November 30, 1953				W side of NW course: 343 outbound. 163 inbound. 3,500′ within 25 miles.	3,000	169—5.0	T-dn C-d C-n S-d S-n 17 A-dn	500-1 600-1 600-1 600-1 600-2 1,000-2	500-1 700-1 700-2 700-1 700-2 1,000-2	Within 5.0 miles, climb to 4,500′ on S course within 25 miles. CAUTION: 2,300′ MSL unlighted hills 2.0 miles to and SE of airport.
ROCHESTER, MINN. Rochester, 1,041′ SBMRLZ-VDT-RST Procedure No. 1 November 20, 1953	Rochester VOR Stewartville FM (final)	069—4.3 350—7.8	2,400 1,900	East side of course: 170 outbound. 350 inbound. 2,400′ within 10 miles. 2,500′ within 25 miles.	1,900	350—2.6	T-dn C-dn S-dn 35 A-dn	300-1 600-1 500-1 800-2	300-1 600-1½ 500-1 800-2	Within 2.6 miles, climb to 2,800′ on N course or if directed by ATC, make left climbing turn to 2,800°, proceed out W course RST-LFR within 25 miles.

2. The automatic direction finding procedures prescribed in § 609.9 are amended to read in part:

ADF STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, and courses are magnetic. Distances are in statute miles unless otherwise indicated. Elevations and latitudes are in feet, MSL. Ceilings are in feet above airport elevation.

If an ADF instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure authorized by the Administrator for Civil Aeronautics for such airport. Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below.

City and State; airport name, elevation; facility: class and identification; procedure No.; effective date	Initial approach to facility from—	Course and distance	Minimum altitude (ft.)	Procedure turn (—) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and facility to airport	Ceiling and visibility minimums: Condition	Ceiling and visibility minimums: Type aircraft: 75 m. p. h. or less	Ceiling and visibility minimums: Type aircraft: More than 75 m. p. h.	If visual contact not established at authorized landing minimums after passing facility within distance specified, or if landing not accomplished
1	2	3	4	5	6	7	8	9	10	11
OAKLAND, CALIF. Municipal, 5′ SBRAZ-VDTX Oak Procedure No. 1 December 1, 1953	Baypoint FM Evergreen FM/H Newark FM/H Mt. Eden Int. (final)	200—24 304—37 304—16 304—8 (To Rng Sta.)	3,000 3,500 1,800 500	S side SE course: 124° outbound. 304° inbound. 1,500′ within 10 miles. Beyond 10 miles NA due to traffic conflictions. All descents and maneuvering beyond 10 miles must be done in accordance with Newark holding pattern procedure.	Mt.* Eden Int. 1,000	Mt.* Eden Int. 304—7	T-dn C-dn S-dn 27 L/R A-dn	300-1 500-1 500-1 800-2	300-1 600-1½ 500-1 800-2	Over Oak LFR climb to 2,000′ on an outbound track of 304° magnetic from oak LFR within 15 miles (Richmond Int.). All maneuvering W of course. Missed or aborted approaches must cross Oak LFR at not above 1,500′. *Mt. Eden Int. defined as Int. SE course Oak LFR and bearing 047° Magnetic to Hayward Rbn. (Hwd 242 kc) if Mt. Eden Int. not received descent below 1,000′ NA and 1,000′ landing minimums apply. CAUTION: High terrain (Mt. Diablo 3,925′ MSL) 7 miles SE of NE course 17 miles from Oak LFR. Also, high terrain paralleling SE course on NE side. Deviation from standard criteria authorized on terrain clearance for final approach in Item 6, and in missed approach altitude.

3. The instrument landing system procedures prescribed in § 609.11 are amended to read in part:

ILS STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, and courses are magnetic. Distances are in statute miles unless otherwise indicated. Elevations and altitudes are in feet, MSL. Ceilings are in feet above airport elevation.

If an ILS instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure authorized by the Administrator for Civil Aeronatics for such airport. Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particulr area or as set forth below:

City and State; airport name, elevation; facility; class and identification; procedure No.; effective date	Transition to ILS: From—	Transition to ILS: To—	Transition to ILS: Course and distance	Transition to ILS: Minimum altitudes (ft.)	Procedure turn (—) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude at glide slope interception inbound (ft.)	Altitude of glide slope and distance to approach end of runway at—: Outer marker	Altitude of glide slope and distance to approach end of runway at—: Middle marker	Ceiling and visibility minimums: Condition	Ceiling and visibility minimums: Type aircraft: 75 m. p. h. or less	Ceiling and visibility minimums: Type aircraft: More than 75 m. p. h.	If visual contact not established upon descent to authorized landing minimums or if landing not accomplished
1	2	3	4	5	6	7	8	9	10	11	12	13
BISMARCK, N. DAK. Municipal 1,653′ ILS-BIS LOM-BI Procedure No. 1 Combination ILS and ADF November 8, 1953	Bismarck LFR	LOM	153—4.0	3,000	E side SE course: 125 outbound. 305 inbound. 3,000′ within 10 miles. 3,200′ within 25 miles.	2,800	2,790—4.3	1,873—0.7	T-dn C-d C-n S-dn 30 ILS ADF* A-dn	300-1 500-1 500-1½ 400-3/4 500-1 800-2	300-1 500-1½ 500-1½ 400-3/4 500-1 800-2	4.3 miles after passing LOM (ADF), climb to 3,300′ on W course BIS-LFR or on a 262° course from BIS-VOR to Judson FM. *500-1½ night required if approach lights inoperative. CAUTION: Radio tower 1,800′ and 1,756′ 2 miles N and ½ miles S, respectively, of airport. Radio tower 2,413′ 4 miles N and 8 miles E of LFR.
	Bismarck VOR	LOM	189—3.0	3,000								
	Int. W course. BIS-LFR and SE ILS course.	LOM	125—5.0	3,000								
	Int. 82 course to BIS-VOR and 125° brg. to LOM.	LOM	125—3.6	3,000								
	Int. 296° course to BIS-VOR and 282° brg. to LOM.	LOM	282—10.0	3,000								
	Driscoll FM	LOM	243—30.0	3,000								

ILS STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

City and State; airport name, elevation; facility; class and identification; procedure No.; effective date	Transition to ILS: From—	Transition to ILS: To—	Transition to ILS: Course and distance	Transition to ILS: Minimum altitudes (ft.)	Procedure turn (—) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude at glide slope interception inbound (ft.)	Altitude of glide slope and distance to approach end of runway at—: Outer marker	Altitude of glide slope and distance to approach end of runway at—: Middle marker	Ceiling and visibility minimums: Condition	Ceiling and visibility minimums: Type aircraft: 75 m. p. h. or less	Ceiling and visibility minimums: Type aircraft: More than 75 m. p. h.	If visual contact not established upon descent to authorized landing minimums or if landing not accomplished
1	2	3	4	5	6	7	8	9	10	11	12	13
BURBANK, CALIF. Lockheed Air Terminal, 763′ ILS-BUR Procedure No. 1 November 4, 1953	Burbank LFR	Canoga Park MHW.	250—11	5,000*	S side of course: 255° outbound. 075° inbound. 4,100′ within 10 miles of Canoga Park MHW. Beyond 10 miles NA.	4,100	Canoga Park MHW 4,078—13.75 (No outer marker.)	1,268—2.04	T-dn C-d	#300-1 900-1½	300-1 900-1½	Turn right (s) and climb to 4,100′ on W course of BUR ILS localizer to Canoga Park MHW Alternate missed approach when directed by ATC, climb to 3,000′ on SE course of BUR LFR, then make 180° right turn (S) continuing climb to 5,000′ while homing on BUR LFR and hold at BUR LFR in nonstandard 2 minute pattern on SE course or, if directed by ATC climb to 5,000′ on SE course of BUR LFR. *4,100′ authorized after position is established westbound on ILS localizer. CAUTION: 2,000′ terrain 2½ miles NE of airport rising to 3,126′ approximately 4 miles ENE of airport. #600-1 required for all takeoffs when departing via southeast course BUR LFR.
	Int. SW course EHA LFR and NW course BUR LFR (Simi Int).	Canoga Park MHW.	130—9	4,100				Inner compass locator 882-½	C-n S-dn 7 A-dn	900-2 600-1 900-2	900-2 600-1 900-2	
	Int. SW course EHA LFR and W course ILS (Broome Int.)	Canoga Park MHW.	075—16	4,100								
	Int. SE course cav LFR and W course LAX LFR (Malibu Int.)	Canoga Park MHW.	357—22	5,000								
	Newhall LFR	Canoga Park MHW.	180—14	6,000								
FRESNO, CALIF. Fresno Air Terminal, 331′ ILS FNO LOM FN Procedure No. 1 November 5, 1953	FNO LFR	LOM	071—11	1,700	S. side of course: 108° outbound. 228° inbound. 1,700′ within 10 miles of LOM. Beyond 10 miles NA. Procedure turn S for more favorable terrain.	1,700	1,400—4.44	535-0.07	T-dn	300-1	300-1	Within 4.4 miles after passing LOM (ADF), climb to 1,500′ on magnetic heading of 288°, then turn left and climb to 2,000′ on W course of FNO LFR within 20 miles or climb to 2,000′ on 270° course from FNO VOR.
	FNO VOR	LOM	103—5	1,700		ADF 1,000′ over LOM			C-dn	500-1	500-1½	
	BOWLES FM	LOM	015—12	1,700					S-dn RWY 29 ILS ADF	400-3/4 500-1	400-3/4 500-1	
									A-dn	800-2	800-2	
OAKLAND, CALIF. Oakland municipal, 5′ ILS-OAK Procedure No. 1 December 1, 1953	Newark FMHW	Hayward MHW.	339—7	2,590	(#) S side E course: 095° outbound. 275° inbound. 3,500′ within 10 miles of HWD MHW.	2,590	HWD MHW 2,590—9.4 LOM 1,320—4.72	230—0.66	T-dn C-dn S-dn 27R A-dn	300-1 500-1 400-3/4 800-2	300-1 600-1½ 400-3/4 800-2	Climb to 2,000′ on NW course. Oak lfr within 15 miles or to 2,000′ on 310° course from Oak VOR within 15 miles (Richmond Int.) All maneuvering W of course. Missed or aborted approaches must cross Oak LFR or VOR at not above 1,500′. *These transitions authorized day on top only. #Procedure turn on Oak LFR or VOR transition only. Upon completion of procedure turn and transition to localizer course inbound, descent from glide path interception is authorized to cross Hayward MHW at 2,590′. Deviation from standard terrain clearance authorized in missed approach altitude.
	Oak LFR	Hayward MHW.	099—11	3,500								
	Oak VOR	Hayward MHW.	094—12	3,500								
	Baypoint FM°	Hayward MHW.	167—24	6,000								
	Altamont Int.°	Hayward MHW.	277—21	5,000								
	SFD LOM	Newark MHW	075—13	4,000								
	SFO LFR	Newark MHW	078—16	4,000								
	SFO VOR	Newark MHW	329—12	3,500								
	Altamont Int	Newark MHW	212—25	5,000								
	NUQ LFR	Newark MHW	342—13	3,500								

ILS STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

City and State; airport name, elevation; facility; class and identification; procedure No.; effective date	Transition to ILS: From—	Transition to ILS: To—	Transition to ILS: Course and distance	Transition to ILS: Minimum altitudes (ft.)	Procedure turn (—) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude at glide slope interception inbound (ft.)	Altitude of glide slope and distance to approach end of runway at—: Outer marker	Altitude of glide slope and distance to approach end of runway at—: Middle marker	Ceiling and visibility minimums: Condition	Ceiling and visibility minimums: Type aircraft: 75 m. p. h. or less	Ceiling and visibility minimums: Type aircraft: More than 75 m. p. h.	If visual contact not established upon descent to authorized landing minimums or if landing not accomplished
1	2	3	4	5	6	7	8	9	10	11	12	13
PROVIDENCE, R. I. Green Airport, 56′ ILS 109.3 MCS PVD Procedure No. 1 November 6, 1953	PVD radio range	LOM	215—3	1,600	W side SW course: 227 outbound. 47 inbound. 1,600′ within 5 miles.	1,600	1,610—6.2	240—0.6	T-dn C-dn S-dn 5R A-dn	300-1 500-1 400-3/4 800-2	300-1 500-1½ 400-3/4 800-2	Climb to 1,000′ on course 047° N then make a climbing right turn and return to PVD LFR at 1,700′. Alternate missed approach (when directed by ATC) climb to 2,700′ on SW course Sqantum LFR. Deviation from standard authorized in procedure turn which is conducted W to provide separation from traffic at Quonset Point NAS.
	Wyoming Int	ILS SW course	86—0.5	1,600								
	Mooseup Int	LOM	115—18	1,600								
ST. LOUIS, MO. Lambert Field, 552′ Procedure No. 2 Nov. 10, 1953	St. Louis VOR	#Creve Int. or Lake "H" Fac.	165—10.0	2,000	S side SW course: 238 outbound. 59 inbound. 2,000′ within 25 miles.	No glide slope	1,500—4.4 Over Creve Int. or Lake "H" Facility (No outer marker)	(No middle marker)	T-dn C-dn S-dn 6 A-dn	300-1 500-1 500-1 1,000-2 BCOB	300-1 500-1½ 500-1 1,000-2 BCOB	4.4 miles after passing Creve Int. or Lake "H" Facility climb to 2,000′ on 312° course to STL-VOR or when directed by ATC climb to 1,800′ on NE course ILS. #Creve (int.) procedure authorized only for aircraft equipped to receive VOR and ILS simultaneously. When using Lake "H" facility only the above does not apply.
	Int. W. course Stl LFR and NE course ILS	#Creve Int. or Lake "H" fac.	238—7.0	2,000								
	St. Peters Fan Marker	#Creve int. or Lake "H" fac.	119—9.0	2,000								
	Maryland Int	#Creve int. or Lake "H" Fac.	058—3.2 (Final)	1,500								

4. The ground controlled approach procedures prescribed in § 609.13 are amended to read in part:

GCA—ASR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, and courses are magnet C. Distances are in statute miles unless otherwise indicated. Elevations and altitudes are in feet, MSL. Ceilings are in feet above airport elevation.

If a GCA instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument procedure, unless an approach is conducted in accordance with a different procedure authorized by the Administrator for Civil Aeronautics for such airport. Initial approaches shall be made over specified routes Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the ground controller. From initial contact with GCA to final authorized landing minimums the instructions of the GCA controller are mandatory except when (A) visual reference with ground is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach.

City and State; airport name, elevation; effective date	Radar terminal area maneuvering altitudes by sectors and limiting distances	Ceiling and visibility minimums: Runway No.	Ceiling and visibility minimums: Condition	Precision approach (PAR): 75 m. p. h or less	Precision approach (PAR): More than 75 m. p. h.	Surveillance approach (ASR): 75 m. p. h or less	Surveillance approach (ASR): More than 75 m. p. h	Except when the ground controller may direct otherwise prior to final approach, a missed approach procedure shall be executed as provided below when (a) communication on final approach is lost for more than 5 seconds; (b) directed by ground controller; (c) visual reference is not established upon descent to the authorized landing minimums; or (d) landing is not accomplished
1	2	3	4	5	6	7	8	9
DETROIT, MICH. Willow Run, 716′ Procedure No. 1 November 21, 1953	All sectors: 1,900′ within 10 miles. At 1,900′, 3 miles lateral separation required from radio tower 976′, 3.8 miles west of airport.	9L, 4L, 4R, 36, 32, 27L, 27R, 22L, 22R, 18, 14.	S-dn C-dn	---------- ----------	---------- ----------	500-1 500-1	500-1 500-1½	Runways 22L, 22R, 27R, 27L, 14, 18, climb to 2,300′ proceeding out west course of Detroit LFR to Ann Arbor (Int.). Runways 4L, 4R, 9L, 36, 32 climb to 2,300′ via S course Salem to Salem VAR or as directed by ATC. Alternate, climb to 2,300′, proceed via west course Detroit LFR to RML-LFR. *ASR approaches on 9R not authorized due to antenna location and ground clutter.
		9R	*S-dn C-dn	---------- ----------	---------- ----------	NA 500-1	NA 500-1½	
		All runways	T-dn A-dn	---------- ----------	---------- ----------	300-1 800-2	300-1 800-2	

5. The very high frequency omnirange procedures prescribed in § 609.15 are amended to read in part:

TVOR STANDARD INSTRUMENT APPROACH PROCEDURE

Bearings, headings, and courses are magnetic. Distances are in statute miles unless otherwise indicated. Elevations and altitudes are in feet, MSL. Ceilings are in feet above airport elevation.

If a TVOR instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure authorized by the Administrator for Civil Aeronautics for such airport. Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below.

City and State; airport name, elevation; facility; class and identification; Procedure No. (TVOR); effective date	Initial approach to facility from—	Course and distance	Minimum altitude (ft.)	Procedure turn (—) side of final approach course (outbound and inbound); altitudes; limiting distances	Minimum altitude over facility on final approach course (ft.)	Course and distance from int. runway center line extended and final course to approach end of runway	Ceiling and visibility minimums			If visual contact not established at TVOR, or if landing not accomplished
							Condition	Type aircraft		
								75 m. p. h. or less	More than 75 m. p. h.	
1	2	3	4	5	6	7	8	9	10	11
FRESNO, CALIF. Fresno Air Terminal, 331′ BVOR FNO Procedure No. 1 November 5, 1953	FNO LFR	046—7	1,700	South side of course: 095° outbound. 275° inbound. 1,700′ within 10 miles. Beyond 10 miles NA. Procedure: Turn south for more favorable terrain.	800	288—1.5	T-dn C-dn S-dn Rwy 29 A-dn	300-1 500-1 500-1 800-2	300-1½ 500-1½ 500-1 800-2	Climb to 2,000′ on 273° course from FNO VOR within 20 miles.
HUTCHINSON, KANS. Hutchinson, 1,542′ BVOR HUT Procedure No. 1 November 25, 1953	Hutchinson LFR North Fork "HW"	242—4.0 332—12.0	2,700 2,700	West side of course: 212 outbound. 032 inbound. 2,700′ within 25 miles. Procedure: Turn nonstandard account ATC.	2,200	032—5.8	T-dn C-dn S-d S-n 3 A-dn	300-1 500-1 500-1 500-1 800-2	300-1 500-1½ 500-1 500-1½ 800-2	Within 5.8 miles, climb to 2,800′ on outbound course of 015 within 25 miles. CAUTION: 2,340′ MSL TV tower located 4.6 miles ESE of airport. Aircraft taking off to N, S, NE, SE, climb to 2,800′ prior to proceeding toward TV tower 2,340′ MSL.
PORTLAND, OREG. Portland International, 23′ BVOR PDX Procedure No. 1 October 30, 1953	Sauvies Rbn PDX LFR Woodland FM (final) La Center FM (final)	040—12 341—7 151—16 151—4.5	3,000 3,000 3,000 2,500	West side of course: 331° outbound. 151° inbound. 3,000′ within 10 miles. Beyond 10 miles NA due to obstructions.	2,500	160—10.5	T-dn C-d* C-n* A-dn*	300-1 600-1 600-1 800-2	300-1 600-1½ 700-1½ 800-2	Within 10.5 miles, make right climbing turn and climb to 3,000′ on outbound course of 174° within 25 miles of PDX VOR. Climb to 2,000′ within 17 miles of PDX VOR. *Descent below 1,000′ MSL NA until past PDX LFR inbound. If PDX LFR not received, maintain 1,000′ MSL. CAUTION: 1,630′ MSL radio tower located 17 miles south of PDX VOR. VOR reception not available over the airport below 450′ MSL.
ROCHESTER, MINN. Rochester, 1,041′ BVOR-RST Proc. No. 1 November 20, 1953	Rochester LFR	249—4.3	2,400	South side of course: 215 outbound. 035 inbound. 2,400′ within 10 miles. 2,500′ within 25 miles.	1,900	035—5.1	T-dn C-dn A-dn	300-1 600-1 800-2	300-1 600-1½ 800-2	Within 7.1 miles, climb to 2,600′ on course of 035° within 25 miles of RST-VOR.
SALINA, KANS. Salina, 1,314′ BVOR-DTVBJ SLN Procedure No. 1 November 23, 1953				South side of course: 311 outbound. 131 inbound. 2,800′ within 25 miles.	2,300	131—5.0	T-dn C-dn A-dn	300-1 500-1½ 800-2	300-1 500-1½ 800-2	Within 5 miles, climb to 2,500′ on course 131 outbound from SLN VOR within 25 miles.

These procedures shall become effective upon publication in the FEDERAL REGISTER.

(Sec. 205, 52 Stat. 984, as amended; 49 U. S. C. 425. Interpret or apply sec. 601, 52 Stat. 1007, as amended; 49 U. S. C. 551)

[SEAL]

F. B. LEE,
Administrator of Civil Aeronautics.

[F. R. Doc. 53-10012; Filed, Dec. 2, 1953; 8:45 a. m.]

TITLE 22—FOREIGN RELATIONS

Chapter I—Department of State

PART 41—VISAS: DOCUMENTATION OF NONIMMIGRANT ALIENS UNDER THE IMMIGRATION AND NATIONALITY ACT

NONIMMIGRANTS NOT REQUIRED TO PRESENT PASSPORTS, VISAS, OR BORDER-CROSSING IDENTIFICATION CARDS

The following amendments to Part 41, Chapter I, Title 22 of the Code of Federal Regulations, are hereby prescribed:

1. Paragraph (f) of § 41.6 *Nonimmigrants not required to present passports, visas, or border-crossing identification cards* is amended to read as follows:

(f) An alien not within the purview of paragraph (e) of this section who is being transported in immediate and continuous transit through the United States without stopover from one foreign place to another in accordance with the terms of a contract, including a bonding agreement, entered into by a transportation line and the Attorney General, under the provisions of section 238 (d) of the act, to insure such immediate and continuous transit through, and departure from, the United States en route to a specifically designated foreign country: *Provided*, That such alien is in possession of a travel document which is valid for his entry into a foreign country for a period of not less than 60 days after the date of immediate and continuous transit through the United States: *And provided further*, That at all times such alien is not aboard an aircraft which is in flight through the United States he shall be in the custody of an officer of the United States or, if the Attorney General finds that such custody is not practicable, in such other custody as the Attorney General may approve.

2. Section 41.6 *Nonimmigrants not required to present passports, visas, or border-crossing identification cards*, is amended by the addition of the following new paragraph at the end thereof:

(j) A national of Cuba who is a crewman serving on board a Cuban military or naval aircraft and who makes application for admission into the United States in connection with his official duties.

(Sec. 104, 66 Stat. 174; 8 U. S. C. 1104)

The regulations contained in this order shall become effective upon publication in the FEDERAL REGISTER. The provisions of section 4 of the Administrative Procedure Act (60 Stat. 238; 5 U. S. C. 1003) relative to notice of proposed rule making and delayed effective date are inapplicable to this order because the regulations contained therein involve foreign affairs functions of the United States.

Dated: September 8, 1953.

[SEAL] JOHN FOSTER DULLES, *Secretary of State.*

Dated: November 23, 1953.

HERBERT BROWNELL, Jr., *Attorney General.*

[F. R. Doc. 53-10111; Filed, Dec. 2, 1953; 8:52 a. m.]

PART 44—VISAS: DOCUMENTATION OF IMMIGRANTS UNDER THE REFUGEE RELIEF ACT OF 1953

Chapter I, Title 22 of the Code of Federal Regulations, is amended by the addition of the following part:

Sec.
44.1 Definitions.
44.2 Classes of applicants under the Refugee Relief Act of 1953.
44.3 Assurance of employment, housing, and against becoming a public charge.
44.4 Eligible orphans.
44.5 Disavowal of proscribed activities.
44.6 Registration and order of consideration.
44.7 Ineligibility to receive visas.
44.8 Procedure in applying for visa.
44.9 Procedure in issuing visa.
44.10 Numerical limitations on issuance of visas.

AUTHORITY: §§ 44.1 to 44.10 issued under sec. 4, 63 Stat. 111; 5 U. S. C. 151c.

§ 44.1 *Definitions.* The following definitions, in addition to the pertinent definitions contained in section 101 of the Immigration and Nationality Act and Part 42 of this chapter, shall be applicable to this part:

(a) The terms "refugee", "escapee", and "German expellee" shall have the meaning ascribed thereto in section 2 of the Refugee Relief Act of 1953.

(b) "Act" means the Refugee Relief Act of 1953, approved August 7, 1953 (Pub. Law 203, 83d Cong.).

(c) "Administrator" means the Administrator of the Bureau of Security, Consular Affairs and Personnel of the Department of State.

(d) "Applicant" means an alien who seeks to enter the United States under the provisions of the Refugee Relief Act of 1953.

(e) "British Isles", as used in section 4 (a) (4) of the act, shall include England, Scotland, Wales and Northern Ireland, and adjacent islands under British jurisdiction.

(f) "Certificate of re-admission", as used in section 7 (d) (2) of the act, means a document which is valid for the bearer's re-admission into the country in which he obtained his visa when it shall be found that the visa was obtained by fraud or willful misrepresentation of a material fact.

(g) "Citizen or citizens of the United States", as used in section 7 (a) of the act, refers to natural persons who are citizens of the United States as distinct from aliens, organizations, and persons who are nationals but not citizens of the United States.

(h) "Communist, Communist-dominated, or Communist-occupied areas of Europe", as used in section 2 (b) of the act, refers to the status of such area as of the time of application for a visa.

(i) "Country", as used in section 7 (d) (2) of the act, means any area in which an applicant obtains his visa.

(j) "Ethnic origin", as used in section 2 (c) of the act with reference to German expellees, and as used in section 4 (a) of the act with reference to Italian, Greek, Dutch, and Chinese persons, shall be determined upon the basis of the following factors, the presence or absence of any one of which shall not in itself be considered conclusive, but any combination of which may be considered as providing satisfactory evidence of the ethnic origin claimed:

(1) Applicant, other than a German expellee, emigrated from or is indigenous to the country of ethnic origin claimed;

(2) Antecedents emigrated from or were indigenous to the country of ethnic origin claimed;

(3) Uses the language or dialect of the country of ethnic origin claimed as the common language of the home or for social communication;

(4) Resided in the country of birth, if other than the country of ethnic origin, in an area predominantly populated by persons of the ethnic stock or origin claimed who, as distinguished from the surrounding population, retained the social characteristics and group homogeneity attributable to such persons;

(5) Evidences common attributes or social characteristics of the ethnic group to which he ascribes his origin and with which he resided in the country of his birth, if other than the country of ethnic origin, such as educational institutions attended, church affiliation, social and political associations and affiliations, name, business or commercial practices and associates, and secondary language or dialect.

(k) "Far East", as used in section 4 (d) (11) and (12) of the act, means the geographical area which includes British Borneo, Burma, Cambodia, the Federation of Malaya, Hong Kong, Indonesia, Japan, Korea, Laos, Macau, New Caledonia, the Philippines, Singapore, Taiwan, Thailand, Timor and Vietnam.

(l) "Firmly resettled" refers to the status of an alien who, at any time after the occurence of events which form the basis of his claim to a refugee status under the act, has been re-established in a home under circumstances which assure him a reasonable opportunity of remaining permanently. The status of firm resettlement shall be considered prima facie established upon the basis of any of the factors specified in subparagraphs (1), (2), (3) and (4) of this paragraph: *Provided*, That nothing in this paragraph shall be construed as an exclusive definition of the term "firmly resettled":

(1) Applicant has acquired a new nationality: *Provided*, That such nationality was not acquired by the applicant solely as a member of a group which, by law or edict, was collectively granted full or limited citizenship rights and privileges in the area of their present residence;

(2) Applicant has a reasonably permanent livelihood, including income from business interests, and enjoys substantially the same economic and political rights or privileges enjoyed by the citizens or resident aliens of the community in which he lives;

(3) Applicant voluntarily abandoned his permanent residence in a non-communist area where he had a reasonably permanent livelihood, including income from business interests, and enjoyed substantially the same economic and political rights or privileges enjoyed by

the citizens or resident aliens of the community in which he lived;

(4) Applicant has had a long residence in the country or area in which he makes application for a visa under the act. In any such case the type of residence or work permit held by the applicant and the requirement of periodic renewal thereof are factors to be considered.

(m) "Fled from", as used in section 2 (b) of the act, shall be deemed to include cases of forceful removal when the alien concerned declines to return because of persecution or the fear of persecution. The persecution or fear of persecution which caused an alien to flee from his usual place of abode need not be the same persecution which causes his inability to return.

(n) "Material misrepresentation", as used in section 11 (e) of the act, means a misrepresentation, including the presentation of documents, made or presented knowingly, to any officer or agency of the United States Government intrusted directly or indirectly, or charged in whole or in part, with the administration, investigation, enforcement, or any other function relating to, the implementation of the act, concerning any matter material to the applicant's eligibility for any benefits under the act, or material to his eligibility to receive a visa under the immigration laws and regulations.

(o) "Reside" and "residing", as used in section 4 (a) of the act, shall have the meaning ascribed to the term "residence" as defined in section 101 (a) (33) of the Immigration and Nationality Act.

(p) "Under ten years of age" refers to age prior to reaching the tenth birthday anniversary and relates to the time of visa issuance.

(q) "Urgent need of assistance for the essentials of life", as used in section 2 (a) of the act, shall include, but not be limited to, essentials such as food, shelter, clothing and medical care; freedom from persecution because of race, religion or political opinion; the opportunity to earn a reasonable livelihood; equal opportunity for sharing in economic, social and political rights or privileges; the right and opportunity to practice religious beliefs; and the privilege and opportunity to be united with one's family.

(r) "Urgent need of assistance for transportation", as used in section 2 (a) of the act, shall include, but not be limited to, such factors as the need for services and guidance as well as a need for funds.

(s) "Usual place of abode", as used in section 2 (a) of the act, means the country, region, area, or locality where the applicant had his principal actual dwelling place in fact and to which he is unable to return because of fear of persecution, natural calamity, or military operations, or because of the consequences of a natural calamity or military operations.

(t) "Son", "daughter", "stepson", "stepdaughter" and "child" shall include such a person who was born out of lawful wedlock. "Stepson" or "stepdaughter" refers to a person who had not reached the age of twenty-one years at the time the marriage creating the status of stepson or stepdaughter occurred.

(u) "Sponsor" means a United States citizen who gives an assurance required by the act on behalf of an alien seeking to enter the United States under the act.

(v) "Spouse", as used in section 5 of the act, means a United States citizen spouse, or an alien spouse who has been lawfully admitted into the United States for permanent residence or who is admissible to the United States for permanent residence.

(w) "Valid unexpired passport", or "suitable travel document", or "document of identity or nationality", or "other documentary evidence", as used in section 7 (d) (1) of the act, means a travel document which is valid for the entry of the bearer into a foreign country for at least sixty days beyond the period of validity of the immigrant visa issued to the bearer.

(x) "World War II" shall be considered to have started on September 1, 1939 and to have terminated on December 31, 1946.

§ 44.2 *Classes of applicants under the Refugee Relief Act of 1953*—(a) *German expellees.* This class shall consist of refugees of German ethnic origin who (1) were born in and were forcibly removed from or forced to flee from Albania, Bulgaria, Czechoslovakia, Estonia, Hungary, Latvia, Lithuania, Poland, Rumania, Union of Soviet Socialist Republics, Yugoslavia, or areas provisionally under the administration or control or domination of any such countries, except the Soviet Zone of military occupation of Germany, and (2) are residing in the area of the German Federal Republic, western sectors of Berlin or in Austria at the time of application for a visa. Zone "B" of the Free Territory of Trieste shall be considered an area provisionally under the administration of Yugoslavia. An immigrant visa issued to an alien within the class described in this paragraph shall be issued only in the German Federal Republic or in the western sector of Berlin or in Austria, and shall bear the notation "P. L. 203—4 (a) (1)" in the space provided for nonquota classification.

(b) *Escapees in German Federal Republic, Berlin and Austria.* This class shall consist of refugees who (1) because of persecution or fear of persecution on account of race, religion or political opinion, fled from the Union of the Soviet Socialist Republics or other Communist, Communist-dominated or Communist-occupied area of Europe including those parts of Germany under military occupation by the Union of the Soviet Socialist Republics, (2) cannot return thereto because of fear of persecution on account of race, religion or political opinion, and (3) are residing in the area of the German Federal Republic or the western sectors of Berlin or in Austria at the time of application for a visa. An immigrant visa issued to an alien within the class described in this paragraph shall be issued only in the German Federal Republic or in the western sector of Berlin or Austria, and shall bear the notation "P. L. 203—4 (a) (2)" in the space provided for nonquota classification.

(c) *Escapees in NATO and other countries.* This class shall consist of refugees who (1) because of persecution or fear of persecution on account of race, religion or political opinion, fled from the Union of Soviet Socialist Republics or other Communist, Communist-dominated or Communist-occupied area of Europe including those parts of Germany under military occupation by the Union of Soviet Socialist Republics, (2) cannot return thereto because of fear of persecution on account of race, religion or political opinion, (3) at the time of application for a visa are residing within the European continental limits of the member nations of the North Atlantic Treaty Organization, or in Turkey, Sweden, Iran, or in Zone "A" of the Free Territory of Trieste, and (4) are not nationals of the area in which they reside. The NATO countries within European continental limits include Belgium, Denmark, France, Greece, Italy, Luxembourg, the Netherlands, Norway, Portugal and islands under the jurisdiction of any such country if immediately adjacent thereto. An immigrant visa issued to an alien within the class described in this paragraph shall be issued only in one of the NATO countries specified, or in Turkey, Sweden, Iran, or in Zone "A" of the Free Territory of Trieste, and shall bear the notation "P. L. 203–4 (a) (3)" in the space provided for nonquota classification.

(d) *Polish war veterans in the British Isles.* This class shall consist of refugees who (1) during World War II were members of the armed forces of the Republic of Poland, (2) were honorably discharged from such forces, (3) resided on August 7, 1953 in the British Isles, and (4) have not acquired British citzenship. The issuance of immigrant visas to aliens within the class described in this paragraph shall not be limited to any particular geographical area. Such visas shall bear the notation "P. L. 203—4 (a) (4)" in the space provided for nonquota classification.

(e) *Italian refugees.* This class shall consist of refugees who: (1) Are persons of Italian ethnic origin, and (2) resided on August 7, 1953 in Italy or in the Free Territory of Trieste. An alien residing within Zone "B" of the Free Territory of Trieste at the time of his application for a visa shall not be considered classifiable as a refugee. An immigrant visa issued to an alien within the class described in this paragraph shall be issued only in Italy or in Zone "A" of the Free Territory of Trieste, and shall bear the notation "P. L. 203—4 (a) (5)" in the space provided for nonquota classification.

(f) *Italian relatives.* This class shall consist of persons who: (1) Are of Italian ethnic origin, (2) resided on August 7, 1953 in Italy or the Free Territory of Trieste, and (3) qualify under any of the preferences specified in paragraph (2), (3), or (4) of section 203 (a) of the Immigration and Nationality Act. A prerequisite to qualification under any of such preferences shall be the approval by the Attorney General of a petition provided for in section 205 of the Immigration and Nationality Act. An immi-

grant visa issued to an alien within the class described in this paragraph shall be issued only in Italy or in the Free Territory of Trieste, and shall bear the notation "P. L. 203—4 (a) (6)" in the space provided for nonquota classification.

(g) *Greek refugees.* This class shall consist of refugees who: (1) Are persons of Greek ethnic origin, and (2) resided on August 7, 1953 in Greece. An immigrant visa issued to an alien within the class described in this paragraph shall be issued only in Greece, and shall bear the notation "P. L. 203—4 (a) (7)" in the space provided for nonquota classification.

(h) *Greek relatives.* This class shall consist of persons who: (1) Are of Greek ethnic origin, (2) resided on August 7, 1953 in Greece, and (3) qualify under any of the preferences specified in paragraph (2), (3), or (4) of section 203 (a) of the Immigration and Nationality Act. A prerequisite to qualification under any of such preferences shall be the approval by the Attorney General of a petition provided for in section 205 of the Immigration and Nationality Act. An immigrant visa issued to an alien within the class described in this paragraph shall be issued only in Greece, and shall bear the notation "P. L. 203—4 (a) (8)" in the space provided for nonquota classification.

(i) *Netherlands refugees.* This class shall consist of refugees who: (1) Are of Dutch ethnic origin, and (2) resided on August 7, 1953, in continental Netherlands. An immigrant visa issued to an alien within the class described in this paragraph shall be issued only in continental Netherlands, and shall bear the notation "P. L. 203—4 (a) (9)" in the space provided for nonquota classification.

(j) *Netherlands relatives.* This class shall consist of persons who: (1) Are of Dutch ethnic origin, (2) resided on August 7, 1953 in continental Netherlands, and (3) qualify under any of the preferences specified in paragraph (2), (3), or (4) of section 203 (a) of the Immigration and Nationality Act. A prerequisite to qualification under any of such preferences shall be the approval by the Attorney General of a petition provided for in section 205 of the Immigration and Nationality Act. An immigrant visa issued to an alien within the class described in this paragraph shall be issued only in continental Netherlands, and shall bear the notation "P. L. 203—4 (a) (10)" in the space provided for nonquota classification.

(k) *Far East refugees (non-Asian).* This class shall consist of refugees who: (1) At the time of application for a visa are residing within the district of an American consular office in the Far East, and (2) are not attributable by as much as one-half of their ancestry to a people or peoples indigenous to the Far East. An immigrant visa issued to an alien within the class described in this paragraph shall be issued only in a consular office district in the Far East, and shall bear the notation "P. L. 203—4 (a) (11)" in the space provided for nonquota classification.

(l) *Far East refugees (Asian).* This class shall consist of refugees, including Chinese persons, who: (1) At the time of application for a visa are residing within the district of an American consular office in the Far East, and (2) are attributable by as much as one-half of their ancestry to a people or peoples indigenous to the Far East. An immigrant visa issued to an alien within the class described in this paragraph shall be issued only in a consular office district in the Far East, and shall bear the notation "P. L. 203—4 (a) (12)" in the space provided for nonquota classification.

(m) *Chinese refugees.* This class shall consist of refugees who: (1) Are of Chinese ethnic origin, and (2) whose passports for travel to the United States are endorsed by the Chinese Nationalist Government or its authorized representatives. The passport of an alien eligible under this paragraph shall bear an endorsement reading as follows: "Endorsed for the purposes of section 4 (a) (13) of the Refugee Relief Act of 1953". The issuance of immigrant visas to aliens within the class described in this paragraph shall not be limited to any particular geographical area. Such visas shall bear the notation "P. L. 203—4 (a) (13)" in the space provided for nonquota classification.

(n) *Palestinian refugees.* This class shall consist of refugees who on August 7, 1953 were eligible to receive assistance from the United Nations Relief and Works Agency for Palestine Refugees in the Near East. The term "Palestinian refugee" means a refugee who was formerly resident in Palestine and who lost his home and livelihood as a result of the Arab-Israeli hostilities. An immigrant visa issued to an alien within the class described in this paragraph shall be issued only in Bahrein, Egypt, Iran, Iraq, Jordan, Kuwait, Lebanon, Oman, Saudi Arabia, Syria, Turkey or Yemen, and shall bear the notation "P. L. 203—4 (a) (14)" in the space provided for nonquota classification.

(o) *Orphans.* This class shall consist of children who: (1) Are eligible orphans as that term is defined in section 5 (b) of the act, (2) are under ten years of age at the time the visa is issued, and (3) are unable to obtain an immigrant visa solely because the nonpreference portion of the quota to which they would otherwise be chargeable is oversubscribed at the time their visa application is made. The issuance of visas to orphans within the class described in this paragraph shall not be limited to any particular geographical area. Such visas shall bear the notation "P. L. 203—orphan" in the space provided for nonquota classification.

(p) *Spouses and unmarried minor sons and daughters.* This class shall consist of the accompanying spouses and the accompanying unmarried sons or daughters under twenty-one years of age, including stepsons or stepdaughters and sons or daughters adopted prior to July 1, 1953, of persons described in paragraphs (a) to (n), inclusive, of this section. A spouse, son or daughter shall be deemed to be accompanying the principal applicant if such spouse, son or daughter is issued an immigrant visa within four months of the date of issuance of an immigrant visa to the principal applicant. An immigrant visa issued to an alien within the class described in this paragraph shall be issued only in the country or area in which the principal applicant is, or could be, issued an immigrant visa under the act, and shall bear the same notation which is or was used in issuing an immigrant visa to the principal applicant, in the space provided for nonquota classification. In any case where the principal applicant precedes his family to the United States, or in which the family unit is not traveling together, the immigrant visa issued to the spouse, son or daughter shall bear the name of the principal applicant.

§ 44.3 *Assurance of employment, housing, and against becoming a public charge*—(a) *Submission of assurances.* The assurance required by section 7 (a) of the act relating to employment, housing, and against becoming a public charge shall be given in writing by a responsible citizen or citizens of the United States, and sworn to or affirmed before a notary public or other person authorized to administer an oath or affirmation. The assurance shall be (1) in such form and content as shall be prescribed by the Administrator; (2) accompanied by such documentary evidence as may be required by written instructions attached thereto; (3) prepared in quadruplicate; and (4) forwarded in triplicate to the Director of the Visa Office, Department of State, Washington 25, D. C. An assurance shall be the personal obligation of the individual citizen or citizens signing it. Several citizens may give individual assurances to cover the members of a family. Assurances which do not specifically identify the prospective employment and housing accommodation shall be considered blanket assurances and shall not be considered as meeting the requirements of section 7 of the act. The following assurance forms shall be used exclusively and may be obtained from the Visa Office of the Department of State, from any District Office of the Immigration and Naturalization Service, or from any voluntary or other recognized agency which performs services in connection with the immigration, settlement, or welfare of aliens:

Form DSR 1—Assurance by an individual sponsor for named alien.

Form DSR 2—Assurance by more than one sponsor for named alien.

Form DSR 3—Assurance by an individual sponsor for alien nominated by agent.

Form DSR 4—Assurance by more than one sponsor for alien nominated by agent.

(b) *Adequacy of assurances.* Upon the receipt by the Visa Office of the Department of State of an assurance submitted in accordance with the provisions of paragraph (a) of this section, the Administrator will verify, or cause to be verified, the authenticity and bona fides of such an assurance. It it is found that the assurance is authentic and given in good faith by a responsible citizen or citizens of the United States, the assurance will be verified and the sponsor

notified thereof: *Provided*, That such verification may be revoked, cancelled, or withdrawn at any time prior to the applicant's admission into the United States if information subsequently obtained by the Administrator establishes that the assurance did not meet the requirements of the act or the regulations contained in this part. Two copies of the verified assurance shall be forwarded to the American consular office where the beneficiary will apply for an immigrant visa under the act. If the Administrator has reason to believe that an assurance does not meet the requirements of the act and the regulations contained in this part, he will withhold its approval, notify the sponsor of the action taken and of the reasons therefor, or he may require the sponsor to furnish additional information or undertakings in connection with the assurance. The Administrator may request or conduct such investigation as he deems appropriate to verify the authenticity and bona fides of any assurance submitted for his approval. Disapproval of an assurance shall not preclude the submission of other assurances by the same sponsor nor the re-activation of the original assurance if further information or undertakings are provided and are satisfactory to the Administrator. The consular officer shall likewise be satisfied that a verified assurance meets the requirements of the act and the regulations contained in this part, and, if so satisfied, shall accept and approve it. Verification of an assurance by the Administrator shall establish prima facie that it is authentic and given in good faith by a responsible citizen or citizens of the United States. In the event a consular officer is not satisfied that a verified assurance meets the requirements of the act and the regulations contained in this part, he may request the Department to obtain additional information or undertakings with respect thereto, or he may disapprove the assurance. Both the sponsor and the beneficiary shall be informed concerning the disapproval of any assurance, including the reason for the action taken.

(c) *Assurance of employment.* (1) The assurance that an alien will be suitably employed without displacing some other person from his employment shall provide such information as may be required to satisfy the Administrator, the consular officer, and the immigration officer that (i) suitable activities for salary, wages, or other economic gain are to be made availale to the alien by the individual citizen or citizens furnishing the assurance, (ii) the wages or compensation offered are not less than the prevailing rate for like activity in the community where the employment will be performed, (iii) the employment is of a permanent or indefinite nature and will be available at the time of arrival of the alien in the United States, and (iv) no person will be displaced from his employment by reason of the activities to be performed by such alien. The assurance of employment shall show the specific address in the United States at which the employment is available, the type of employment, and the terms and conditions thereof, including the rate or range of compensation to be paid.

(2) In the case of an alien who has reached his tenth birthday anniversary and who is under twenty-one years of age at the time of issuance of an immigrant visa to him, who has no dependents, and for whom an assurance of employment is required by the act, assurance that such alien will, as his principal activity, pursue a full course of study at an established institution of learning or other recognized place of study in the United States, particularly designated by him and approved by the Attorney General for the purposes of section 101 (a) (15) (F) of the Immigration and Nationality Act, and that he will undertake studies commensurate with his age and prior scholastic attainment without displacing another student from his place of study shall be deemed to be an assurance that the alien will be suitably employed without displacing some other person from his employment: *Provided*, That the Administrator may, upon recommendation of a consular officer, waive the twenty-one year limitation in an exceptionally meritorious case.

(3) Every sponsor who gives an assurance of employment for an alien shall, prior to the submission of the assurance to the Director of the Visa Office, obtain through the local office of the State Employment Service serving the area of proposed employment a signed statement from the United States Employment Service consisting of a finding and recommendation with regard to the authenticity and bona fides of the employment assurance. Such statement shall accompany the assurance of employment and shall be submitted to the Director of the Visa Office in duplicate. In making its finding with regard to the authenticity and bona fides of an assurance of employment, the Employment Service will consider such factors as (i) the existence of a valid offer of employment, (ii) the status of the assurer as a bona fide employer, (iii) the non-displacement of American workers, (iv) whether the employment will be temporary or seasonal in duration, and (v) whether the terms and conditions of the employment are substantially less favorable to the alien than to other workers similarly employed in the area of prospective employment. As a possible basis for granting a priority in the consideration of the alien's visa application, the local office of the State Employment Service may include in its finding a statement concerning the urgent need for the alien's services or skills in the United States, if it finds that the alien will be employed in a capacity calling for such services or skills. A sponsor giving an assurance of employment shall establish any claim to priority consideration under section 12 (l) of the act with the local office of the State Employment Service.

(d) *Assurance of housing.* The assurance of housing required by section 7 (a) of the act shall provide such information as may be required to satisfy the Administrator, the consular officer and the immigration officer that (1) safe, sanitary and adequate housing will be available to the alien and the members of his family upon their arrival in the United States, and (2) no person will be displaced from such housing to accommodate the occupancy of the alien and the members of his family. The assurance of housing shall show the specific address and type of housing to be made available. Prior to the submission of an assurance of housing to the Director of the Visa Office, a sponsor submitting Form DSR-1 or DSR-2 shall first obtain from a State or local public agency having jurisdiction over the area of prospective housing a statement consisting of a finding and recommendation with regard to the authenticity and bona fides of the housing assurance, particularly from the standpoint of the availability of such housing. In the absence of a State or local public agency, any such statement from a recognized voluntary agency or from three disinterested citizens residing in the community in which the housing is to be provided shall be deemed acceptable. A sponsor submitting Form DSR-3 or DSR-4 shall attach thereto a similar statement secured either from a State or local public agency, a recognized voluntary agency, or from three disinterested citizens residing in the community in which the housing is to be provided.

(e) *Assurance against becoming a public charge.* (1) The assurance that an alien and the members of his family who shall accompany him and who propose to live with him, if admitted into the United States, will not become public charges shall provide such information as may be required to satisfy the Administrator, the consular officer and the immigration officer that the alien and the members of his family who will accompany him and who propose to live with him will not become public charges after their arrival in the United States: *Provided*, That assistance to be rendered an alien and the members of his family in connection with their transportation to and resettlement in the United States shall not be regarded as a cause for refusal of a visa on the ground that such alien will become a public charge. An applicant whose assurance against becoming a public charge has been found insufficient shall not be precluded from having another assurance against becoming a public charge submitted in his behalf.

(2) An applicant eligible under paragraph (6), (8) or (10) of section 4 (a) of the act shall, in the absence of an assurance of employment, housing and against becoming a public charge, provide other satisfactory evidence that he will not become a public charge.

(f) *Procedure in case of unknown alien.* A United States citizen who desires to sponsor an unknown alien shall execute Form DSR-3 (Form DSR-4 if more than one sponsor) in an original and four copies and, in his discretion, may designate therein an individual or a public or private agency or organization as his agent for the purpose of nominating the alien beneficiary of the assurance in accordance with its specifications. The notarized original and three signed copies of the assurance shall be transmitted by the sponsor to the designated agent. At such time as an alien

beneficiary has been nominated and the "Statement by Agent", annexed to the assurance form, has been properly completed by the agent, including the name of the nominated alien, the notarized original and two signed copies of the assurance shall be forwarded to the Director of the Visa Office, Department of State, Washington 25, D. C. The assurance shall be accompanied by such documentary evidence as the attached instructions may require.

(g) *Assurances in "Pipeline Cases".* An applicant whom the Displaced Persons Commission found to be an eligible displaced person under the provisions of section 2 (c) of the Displaced Persons Act of 1948, as amended, and whose application for an immigration visa was in process on December 31, 1951, shall be required to have a new assurance form executed in his behalf. A determination of eligibility under the Displaced Persons Act of 1948, as amended, shall not be deemed to exempt any such applicant from a de novo consideration of his eligibility under the act and regulations issued thereunder, nor entitle him to any priority in the consideration of his visa application.

(h) *Penalties for violation.* Every sponsor shall be advised concerning the provisions of section 14 (c) of the act which provides that any person or persons who shall knowingly violate, conspire to violate, induce or attempt to induce any person to violate any provision of the act shall be guilty of a felony, and upon conviction thereof, shall be fined not more than ten thousand dollars or shall be imprisoned not more than ten years, or both. The substance of this provision of law shall be included in the instructions appended to each assurance form.

§ 44.4 *Eligible orphans*—(a) *Assurance of adoption and proper care.* The assurance of adoption and proper care required by section 5 (b) of the act in the case of an orphan to be adopted in the United States shall be given in writing jointly by the adoptive United States citizen and spouse, sworn to or affirmed before a notary public or other person authorized to administer an oath or affirmation, and forwarded in triplicate (notarized original and two signed copies) to the Director of the Visa Office, Department of State, Washington 25, D. C. Form DSR-5 shall be used in the case of an orphan known to the adoptive parents. Form DSR-6 shall be used in the case of an orphan to be selected by a designated agency. An assurance of adoption and proper care shall provide such information and be accompanied by such documentary evidence as may be required to satisfy the Administrator and the consular officer that (1) proper care will be provided the orphan in conformity with standards established by an appropriate public agency of the State in which the orphan will reside, (2) appropriate proceedings for the adoption of such orphan in the United States will be initiated and completed as soon as possible in accordance with the applicable State law, (3) no legal obstacle to a lawful adoption is known or believed to exist under the laws of the State of prospective adoption, (4) permission to bring the orphan into the State of prospective adoption has been obtained from the appropriate State agency, if such permission is necessary, (5) the orphan has been irrevocably released in writing for emigration and adoption in accordance with the law governing the relinquishment of a child for adoption in the country of the orphan's residence and the release is deemed acceptable to the court of prospective adoption, (6) as satisfactory investigation of the proposed adoptive home and parents has been made by a local child-care agency recognized by the State in which the orphan will reside, which investigation shall be compatible with the requirements, procedures and practices of the appropriate State welfare agency, (7) a satisfactory investigation in the country of the orphan's residence has been made by a qualified welfare agency concerning the orphan's mental and physical health, family background and other pertinent matters, and (8) arrangements have been made with an appropriate local agency or any other local child-care agency for the supervision of the orphan pending his legal adoption, and, in the event the adoption petition is denied by the court, for the assumption by such agency of responsibility for the care and resettlement of the orphan.

(b) *Affidavit by social welfare agency.* Every assurance of adoption and proper care given for an eligible orphan shall be a named assurance and shall be accompanied by an affidavit signed by a responsible officer of a national or other social welfare agency, recognized for such purpose by the Administrator, attesting to the authenticity and bona fides of the assurance, which affidavit shall be considered by the Administrator as a confirmation that the requirements and conditions, specified in paragraph (a) of this section, have been satisfied. The United States citizen and spouse who execute an assurance of adoption and proper care shall designate therein a recognized social welfare agency to provide the necessary affidavit. It shall be incumbent upon such agency to report to the appropriate State Department of Welfare whenever an eligible orphan is to be placed within the State, and to indicate in the report what local agency will assume responsibility for the supervision of the orphan pending his or her legal adoption.

(c) *Procedure in case of unknown orphan.* In the case of an orphan who is not known to the adoptive parents, the United States citizen and spouse shall execute Form DSR-6 in an original and four copies and shall authorize therein the designated social welfare agency to act as their agent in the selection of an eligible orphan in accordance with the specifications of the assurance. The notarized original of the assurance and three signed copies thereof shall be transmitted by the adoptive parents to the designated agency. At such time as an eligible orphan has been selected and the required affidavit has been executed by a responsible officer of the designated agency, the complete file in the case, including the notarized original and two signed copies of the assurance, shall be forwarded to the Director of the Visa Office, Department of State, Washington 25, D. C.

(d) *Procedure in case of known orphan.* In the case of an orphan who is known to the adoptive parents and who is, therefore, named in the assurance of adoption and proper care, the procedure prescribed in paragraph (c) of this section shall be followed, except that no authorization to select an eligible orphan need be given the designated agency. In any such case, the United States citizen and spouse shall execute Form DSR-5 in an original and four copies.

(e) *Procedure in case of orphan adopted abroad.* In the case of an orphan who has been adopted abroad, the adoptive United States citizen and spouse shall execute Form DRS-5 only to the extent required in such form, and if residing abroad, may submit the notarized original and one signed copy thereof directly to the consular officer to whom an application for an immigrant visa will be made in behalf of such orphan. In the event the adoptive parents of an orphan adopted abroad are residing in the United States, the executed Form DSR-5 shall be submitted in triplicate (notarized original and two signed copies) to the Director of the Visa Office, Department of State, Washington 25, D. C.

(f) *Adequacy of assurance of adoption and proper care.* Upon the receipt of an assurance of adoption and proper care, the Administrator will verify, or cause to be verified, the authenticity and bona fides of such assurance. If it is found that the assurance is authentic and given in good faith by a responsible United States citizen and spouse, the assurance will be verified: *Provided,* That such verification may be revoked, cancelled or withdrawn at any time prior to the orphan's admission into the United States if information subsequently obtained by the Administrator establishes that the assurance of adoption and proper care did not meet the requirements of the act and the regulations contained in this part. Two copies of the verified assurance of adoption and proper care will be forwarded to the American consular office where the application for an immigrant visa under the act will be made in behalf of the orphan. The consular officer to whom a visa application is made in behalf of an orphan shall be satisfied that the United States citizen and spouse who gave the assurance of adoption and proper care will adopt, and will care for properly, the orphan named in the assurance, if such orphan is admitted into the United States. If the consular officer is not satisfied that a verified assurance of adoption and proper care meets the requirements of the act and the regulations contained in this part, he may request the Department to obtain additional information or undertakings with respect thereto, or he may disapprove the assurance. In the event an assurance of adoption and proper care is disapproved either by the Administrator or by a consular officer, the adoptive United States citizen and spouse shall be informed concerning the reason or reasons for disapproval.

(g) *Release for emigration and adoption.* In the case of an eligible orphan adopted abroad or to be adopted in the United States, the irrevocable written release required of the remaining parent, if any, by section 5 (b) of the act shall be a prerequisite to the issuance of an immigrant visa to any such orphan, regardless of whether the orphan is in the custody of the remaining parent or has been released into the custody of a child welfare agency. Every release of an orphan for adoption in the United States shall meet the requirements of the governing law of the country of the orphan's residence and shall also be acceptable to the court of prospective adoption in the United States.

§ 44.5 *Disavowal of proscribed activities.* (a) An applicant's oath or affirmation subscribed or taken in connection with his formal application for a special nonquota immigrant visa shall be administered by the consular officer in such a manner as to comply with the provisions of section 14 (b) of the act which require every alien eighteen years of age or older, before being issued a visa, to take and subscribe an oath or affirmation that he is not and never has been a person specified in subparagraph (A), (B), (C), (D), (E), (F), (G), or (H) of section 212 (a) (28) of the Immigration and Nationality Act, except as provided in subparagraph (I) of such section. Prior to administering the required oath or affirmation, the consular officer shall inform the applicant concerning the classes of excludable aliens enumerated in section 212 (a) (28) of the Immigration and Nationality Act, as well as the defector and other classes provided for in subparagraph (I) thereof, and require him to sign the following statement which shall become a part of, and be covered by the applicant's oath or affirmation subscribed or taken in connection with, his visa application:

I have been informed concerning both the classes of excludable aliens enumerated in section 212 (a) (28) of the Immigration and Nationality Act, and the defector and other classes provided for in subparagraph (I) thereof. I hereby declare that I am not and never have been a person specified in such section, except as may be claimed under Item 38 of this application.

(b) The signed statement required under paragraph (a) of this section shall be stamped or otherwise included under Item 37 of application Form 256a and 256b, immediately following the listing of excludable classes.

§ 44.6 *Registration and order of consideration*—(a) *Registration priority.* Aliens previously registered on quota-waiting lists, including the beneficiaries of approved petitions, shall have the burden of coming forward to claim the benefits of the act. The names of prospective applicants who have not previously been registered on a quota-waiting list, or in whose cases an approved petition for preference status has not been received at the Consulate, shall be entered on appropriate quota-waiting lists in the chronological order in which they apply for registration. Every applicant shall be entitled to a registration priority as determined by (1) the date on which he was registered on a quota-waiting-list for the purposes of the Immigration and Nationality Act, (2) the date he actually applied for registration under the act, or (3) the date on which an approved petition was filed with the Attorney General in his behalf, whichever date is earliest.

(b) *Maintenance of index-card lists.* For the purpose of keeping a current record of active cases, two index-card lists, may, in the discretion of the responsible consular officer, be maintained chronologically, one for petition cases and the other for non-petition cases, as follows:

(1) Upon the receipt of a verified assurance of employment, housing, and against becoming a public charge, an index card may be prepared showing the name of the beneficiary of the assurance, the date of his registration priority, and such other data as the consular officer deems pertinent;

(2) Upon the receipt of an approved petition in the case of a beneficiary who has signified his intention to apply for a visa under the act, an index card may be prepared showing the name of the beneficiary of the petition, the date of his registration priority, and such other data as the consular officer deems pertinent;

(3) Upon the issuance or refusal of an immigrant visa, the applicant's card shall be withdrawn from the index-card list, appropriately noted, and separately filed pending the termination of the Refugee Relief Program.

(c) *Order of consideration.* In determining the order of consideration of applications for special nonquota immigrant visas under the act, consideration shall be given first to applications under paragraphs (6), (8) and (10) of section 4 (a) of the act, and second to the applications of aliens for whom a priority over other nonpreference applicants has been authorized as provided in section 12 of the act. As among applicants under paragraph (6), (8), or (10) of section 4 (a) of the act, consideration shall be given first to the applications of aliens who qualify under the preference specified in section 203 (a) (2), of the Immigration and Nationality Act, second to the applications of aliens who qualify under the preference specified in section 203 (a) (3) of the Immigration and Nationality Act, and third to the applications of aliens who qualify under the preference specified in section 203 (a) (4) of the Immigration and Nationality Act.

(d) *Order of issuance of visas.* Immigrant visas issued to applicants within the classes described in section 4 and section 5 of the act shall be issued strictly in the chronological order in which such applicants (1) have established their registration priorities and (2) are determined by the consular officer to be qualified for immigrant visas under the immigration laws and regulations, including the provisions of the act and the regulations contained in this part.

§ 44.7 *Ineligibility to receive visas.* An applicant shall be considered ineligible to receive an immigrant visa under the immigration laws and regulations, including the provisions of the act and the regulations contained in this part, on any of the following grounds:

(a) The applicant does not qualify under any category of refugees or other persons described in section 4 or section 5 of the act;

(b) The applicant has had no satisfactory assurance or assurances given in his behalf, if required by section 5 (b) or section 7 (a) of the act;

(c) The applicant claiming eligibility under paragraph (6), (8), or (10) of section 4 (a) of the act has had no petition approved in his behalf, as required by section 205 of the Immigration and Nationality Act;

(d) The applicant has not undergone a thorough investigation, or a written report of investigation has not been prepared in his case, as required by section 11 (a) of the act;

(e) Complete information is not available regarding the applicant's history covering a period of at least two years immediately preceding his application for a visas, unless such requirement has been waived upon the recommendation of the Secretary of State and the Secretary of Defense;

(f) The applicant has not taken and subscribed to the oath or affirmation required by section 14 (b) of the act;

(g) The applicant made a material misrepresentation for the purpose of gaining admission into the United States as an alien eligible under the act;

(h) The applicant has personally advocated or assisted in the persecution of any person or group of persons because of race, religion, or national origin;

(i) The applicant is not in possession of (1) a valid unexpired passport or other suitable travel document, or a document of identity or nationality, or other documentary evidence that he will be assured of readmission to the country of his nationality, foreign residence or in which he obtains a visa under the act, and (2) a certificate of readmission to the country in which he obtains a visa, as required by section 7 (d) (2) of the act;

(j) The applicant is ineligible to receive an immigrant visa under the provisions of the Immigration and Nationality Act and the regulations contained in Part 42 of this chapter;

(k) Due to the absence of affirmative evidence, there is insufficient information to form a clear judgment of eligibility in the applicant's case.

§ 44.8 *Procedure in applying for visa*—(a) *Form and place of application.* Every alien applying for an immigrant visa under the act shall make application on Form FS-256 in accordance with the provisions of § 42.30 of this chapter, except that (1) no application fee shall be charged, and (2) the alien shall apply for such visa at an American consular office which is authorized to issue immigrant visas under the act and which is within the country or area in which the applicant was residing on August 7, 1953, or is residing at the time of his application for a visa, whichever limitation is applicable to his case as determined by section 4 (a) of the act or by § 44.2.

(b) *Supporting documents.* Every applicant shall be required to submit supporting documents in accordance with the provisions of § 42.35 of this chapter. Consular officers shall insist upon the presentation of birth certificates if they are reasonably procurable. In the case of an applicant under section 4 (a) (14) of the act, the consular officer may, in his discretion, require a statement in writing from the United Nations Relief and Works Agency for Palestine Refugees in the Near East certifying to the applicant's eligibility for assistance on August 7, 1953.

(c) *Fingerprints.* Every applicant shall be fingerprinted on standard fingerprint Form AR-4 in connection with his visa application, except in the case of an applicant who is under fourteen years of age at the time of application for a visa. An applicant may be required by the consular officer at the time he makes preliminary or informal application for an immigrant visa to have a set of his fingerprints taken on Form AR-4 in the event such procedure is considered necessary for the purpose of identification or investigation. The applicant's fingerprint card AR-4 shall, upon the issuance or refusal of a visa, be forwarded to the Department with the pertinent information required to be inserted therein and, if the visa is refused, a statement of the ground of refusal.

(d) *Physical and mental examination.* Prior to the issuance of an immigrant visa to any applicant, the consular officer shall require such applicant to submit to a physical and mental examination by a medical officer of the United States Public Health Service.

(e) *Referral for investigation.* Consular officers shall not refer a case for investigation until such time as a favorable preliminary determination has been made with respect to the applicant's eligibility to receive an immigrant visa. Any such determination shall include a preliminary approval of the required assurance or assurances submitted in the particular case, which approval shall be contingent, so far as concerns the assurance of employment, upon the receipt of a certification from the United States Employment Service's representative abroad concerning the applicant's occupational qualifications.

(f) *Amendment of Form FS-256.* For the purposes of the act, application Form FS-256 shall be amended in the following respects:

(1) The introductory sentence shall read:

I, the undersigned, being duly sworn, state the following facts regarding myself and hereby make application for a special nonquota immigrant visa and alien registration under the Refugee Relief Act of 1953 and the Immigration and Nationality Act to the American _____ consul _____ at _____.

(2) Item 30 shall read:

I claim to be a nonquota immigrant under the Refugee Relief Act of 1953 and my claim is based on the following facts.

(3) Item 31 shall read:

Available documents required by the Refugee Relief Act of 1953 and the Immigration and Nationality Act are filed herewith and made a part hereof, as follows (Sec. 222 (b)).

(4) On the reverse side of Form 256a and 256b, the following statement shall be stamped or otherwise inserted under Item 37 immediately following the listing of excludable classes:

I have been informed concerning both the classes of excludable aliens enumerated in section 212 (a) (28) of the Immigration and Nationality Act, and the defector and other classes provided for in subparagraph (I) thereof. I hereby declare that I am not and never have been a person specified in such section, except as may be claimed under Item 38 of this application.

(5) On the reverse side of Form 256a and 256b, the reference to the five dollar application fee and to the twenty dollar visa fee shall be stricken and the word "gratis" inserted in the spaces opposite the specified fee.

§ 44.9 *Procedure in issuing visa*—(a) *Applicable regulation and exceptions.* The issuance of immigrant visas under the act shall be in accordance with the provisions of § 42.41 of this chapter, except that (1) no visa fee shall be charged, (2) in lieu of the symbols specified in § 42.3 of this chapter, there shall be inserted in the spaces provided in Form 256a and 256b for nonquota classification the appropriate notation specified in § 44.2, and (3) the applicant shall be required to sign the statement inserted in Item 37 of the application form with reference to proscribed activities. An immigrant visa issued under the act shall bear a number assigned by the Department for use in issuing such visa, and shall also bear the number of the approved petition in the case of an applicant eligible under paragraph (6), (8), or (10) of section 4 (a) of the act.

(b) *Assignment of number a prerequisite to issuance.* No immigrant visa shall be issued under the act until such time as the consular officer shall have received from the Department an appropriate number for such purpose. A number which has been used in issuing an immigrant visa under the act shall not be used again even though the recipient of the visa failed for any reason to use it. Unused numbers shall be returned to the Department.

(c) *Supporting documents.* Supporting documents submitted in connection with the visa application shall be attached to the application side of Form 256 in accordance with the provisions of § 42.41 (c) of this chapter. A copy of the verified assurance shall be included among the attached supporting documents. In the case of a Palestinian refugee eligible under section 4 (a) (14) of the act, a copy of the statement from the United Nations Relief and Works Agency for Palestine Refugees in the Near East, if required by the consular officer, shall also be included among the attached supporting documents.

(d) *Advisory opinion required in certain cases.* A consular officer may refuse to issue an immigrant visa to any applicant without the concurrence of the immigration officer abroad. In any case, however, in which the consular officer makes a determination of eligibility to receive an immigrant visa and the immigration officer abroad does not concur in such determination, a full report of the facts in the case shall be forwarded to the Department for an advisory opinion. The report shall specify the provision of law or regulation under which the immigration officer considers the applicant to be ineligible to receive an immigrant visa and the reasons therefor. Pending receipt of an advisory opinion from the Department, final action shall not be taken in the case.

§ 44.10 *Numerical limitations on issuance of visas.* (a) In accordance with the provisions of section 4 and section 5 of the act, a total of two hundred nine thousand numbers may be made available for the issuance of special nonquota immigrant visas as follows:

(1) Not more than fifty-five thousand visas to German expellees, as described in section 4 (a) (1) of the act, and their spouses and unmarried sons or daughters under twenty-one years of age;

(2) Not more than thirty-five thousand visas to escapees, as described in section 4 (a) (2) of the act, and their spouses and unmarried sons or daughters under twenty-one years of age;

(3) Not more than ten thousand visas to escapees, as described in section 4 (a) (3) of the act, and their spouses and unmarried sons or daughters under twenty-one years of age;

(4) Not more than two thousand visas to Polish war veterans in the British Isles, as described in section 4 (a) (4) of the act, and their spouses and unmarried sons or daughters under twenty-one years of age;

(5) Not more than forty-five thousand visas to Italian refugees, as described in section 4 (a) (5) of the act, and their spouses and unmarried sons or daughters under twenty-one years of age;

(6) Not more than fifteen thousand visas to Italian relatives, as described in section 4 (a) (6) of the act, and their spouses and unmarried sons or daughters under twenty-one years of age;

(7) Not more than fifteen thousand visas to Greek refugees, as described in section 4 (a) (7) of the act, and their spouses and unmarried sons or daughters under twenty-one years of age;

(8) Not more than two thousand visas to Greek relatives, as described in section 4 (a) (8) of the act, and their spouses and unmarried sons or daughters under twenty-one years of age;

(9) Not more than fifteen thousand visas to Netherlands refugees, as described in section 4 (a) (9) of the act, and their spouses and unmarried sons or daughters under twenty-one years of age;

(10) Not more than two thousand visas to Netherlands relatives, as described in section 4 (a) (10) of the act, and their spouses and unmarried sons or daughters under twenty-one years of age;

(11) Not more than two thousand visas to non-Asian refugees in the Far East, as described in section 4 (a) (11) of the act, and their spouses and unmarried sons or daughters under twenty-one years of age;

(12) Not more than three thousand visas to Asian refugees in the Far East, as described in section 4 (a) (12) of the act, and their spouses and unmarried sons or daughters under twenty-one years of age;

(13) Not more than two thousand visas to Chinese refugees, as described in section 4 (a) (13) of the act, and their spouses and unmarried sons or daughters under twenty-one years of age;

(14) Not more than two thousand visas to Palestinian refugees, as described in section 4 (a) (14) of the act, and their spouses and unmarried sons or daughters under twenty-one years of age;

(15) Not more than four thousand visas to eligible orphans as defined in section 5 (b) of the act.

(b) In the event the numbers used for the issuance of visas do not exhaust the total authorized for a particular class of refugees or other persons enumerated in paragraph (a) of this section, the unused portion shall not be made available to increase the total of visas issued beyond the numerical limitation specified for any other class.

The regulations contained in this order shall become effective upon publication in the FEDERAL REGISTER. The provisions of section 4 of the Administrative Procedure Act (60 Stat. 238; 5 U. S. C. 1003) relative to notice of proposed rule making and delayed effective date are inapplicable to this order because the regulations contained therein involve foreign affairs functions of the United States.

Dated: November 27, 1953.

SCOTT MCLEOD,
Administrator, Bureau of Security, Consular Affairs, and Personnel.

[F. R. Doc. 53-10112; Filed, Dec. 2, 1953; 8:52 a. m.]

TITLE 26—INTERNAL REVENUE

Chapter I—Internal Revenue Service, Department of the Treasury

Subchapter A—Income and Excess Profits Taxes

[Regs. 130; T. D. 6054]

PART 40—EXCESS PROFITS TAX; TAXABLE YEARS ENDING AFTER JUNE 30, 1950

TELEVISION BROADCASTING COMPANIES

On December 13, 1952, a notice of proposed rule making was published in the FEDERAL REGISTER (17 F. R. 11347) to conform Regulations 130 (26 CFR, Part 40) to section 519 of the Revenue Act of 1951, approved October 20, 1951. After consideration of such relevant suggestions as were presented regarding the proposals, the amendments set forth below are hereby adopted.

PARAGRAPH 1. Section 40.435-6 (a) (1) is amended by inserting at the end thereof the following new sentence: "In the case of a taxpayer engaged in the television broadcasting business which computes its average base period net income under section 459 (d), see § 40.459 (d)-5 (c)."

PAR. 2. Section 40.435-7 (a) (2) is amended by inserting at the end thereof the following new sentence: "For rules applicable in the case of a taxpayer engaged in the television broadcasting business which computes its average base period net income under section 459 (d), see § 40.459 (d)-5 (d)."

PAR. 3. There is inserted immediately after § 40.459 (c)-1 (d) (4) the following:

SEC. 519. TELEVISION BROADCASTING COMPANIES (REVENUE ACT OF 1951, APPROVED OCTOBER 20, 1951)

Section 459, as added by sections 516 to 518 of this Act, is hereby amended by adding after subsection (c) thereof the following new subsections:

(d) *Television broadcasting companies*—(1) *In general.* In the case of a taxpayer engaged in the business of television broadcasting throughout a period beginning before January 1, 1951, and ending with the close of the taxable year, the taxpayer's average base period net income determined under this subsection shall be the amount computed under paragraph (2) or (3), whichever is applicable.

(2) *If engaged in television broadcasting at close of base period.* If the taxpayer was engaged in the business of television broadcasting at the close of its base period, the average base period net income computed under this paragraph shall be computed as follows:

(A) If the taxpayer was engaged during its base period in any business or businesses other than television broadcasting, by computing the average base period net income under section 435 (d) for such other business or businesses (determined without regard to income, deductions, losses, or other items attributable to the television broadcasting business).

(B) By multiplying such part of its total assets (as defined in section 442 (f)) for the last day of its base period, as was attributable to the television broadcasting business by—

(i) The base period rate of return determined under section 447 (c) for the industry classification which includes radio broadcasting, or

(ii) If the taxpayer was engaged during its base period in the business of radio broadcasting, its individual rate of return computed under paragraph (4),

whichever rate of return produces the greater average base period net income under this subsection. If the amount computed under this subparagraph is computed by the use of the rate of return specified in clause (i), the amount so computed shall be reduced by an amount equal to such portion of the total interest paid or incurred by the taxpayer, for the period of 12 months following the close of its base period, as is attributable to its television broadcasting business.

(C) By adding the amount computed under subparagraph (B) to the amount, if any, computed under subparagraph (A).

(3) *Commencing television broadcasting after base period and before 1951.* If the taxpayer acquires its television broadcasting business after the close of its base period and before January 1, 1951, the average base period net income computed under this paragraph shall be computed as provided in paragraph (2), except that—

(A) The applicable rate of return under paragraph (2) (B) shall be multiplied by such part of its total assets (as defined in section 442 (f)), for the last day of the calendar month in which it first engaged in such business, as was attributable to such business, and

(B) The reduction specified in the last sentence of paragraph (2) (B) shall, if applicable, be equal to such portion of the total interest paid or incurred by the taxpayer, for the period of 12 months following the month in which it first engaged in such business, as is attributable to such business.

(4) *Individual rate of return.* The individual rate of return shall be computed as follows:

(A) By determining the amount of the taxpayer's total assets (as defined in section 442 (f)) attributable to the business of radio broadcasting for the last day of each month in its base period.

(B) By computing the aggregate of the amounts ascertained under subparagraph (A) and dividing by 48.

(C) By computing for each month in the base period the excess profits net income of the radio broadcasting business (determined without regard to income, deductions, losses, or other items attributable to any other business), by adding such amounts for all of the months in the base period, and by dividing by 4.

(D) By dividing the amount computed under subparagraph (C) by the amount computed under subparagraph (B).

(5) *Rules for application of subsection.* (A) For the purpose of section 435 (a) (1) (B), an average base period net income determined under this subsection shall be considered an average base period net income determined under section 435 (d); but, in computing the base period capital addition under section 435 (f), the computations under such section shall be adjusted, under regulations prescribed by the Secretary, so as to exclude therefrom items attributable to the television broadcasting business.

(B) If any part of the total assets referred to in paragraph (2) (B) or paragraph (3) (A), whichever is applicable, were acquired, directly or indirectly, through the use of assets attributable at any time during the base period to a business of the taxpayer other than television broadcasting, the amount determined under paragraph (2) (A) shall be properly adjusted by eliminating from the excess profits net income (computed for the purpose of paragraph (2) (A)) for each month prior to such acquisition such portion thereof as is attributable to the assets used, directly or indirectly, for such acquisition. For the purpose of this subparagraph, the excess profits net income for any month shall be attributed to such assets on the basis of the ratio, as of the beginning of the day of the acquisition, of such assets to total assets (as defined in section 442 (f)) determined without regard to assets attributable to the television broadcasting business.

(C) The Secretary shall by regulations prescribe rules for the application of this subsection, including rules for the computation of the taxpayer's net capital addition or reduction.

* * * * *

SEC. 523. EFFECTIVE DATE OF TITLE V (REVENUE ACT OF 1951, APPROVED OCTOBER 20, 1951).

Except as otherwise provided in section 506 (d), the amendments made by this title (including sec. 519) shall be applicable only with respect to taxable years ending after June 30, 1950.

§ 40.459 (d)-1 *Television broadcasting companies; in general.* (a) A corporation which was engaged in the business of television broadcasting throughout a period beginning before January 1, 1951, and ending with the close of an excess profits tax taxable year may compute its average base period net income for the purpose of determining its excess profits tax for such taxable year under section 459 (d) instead of under any other applicable provision of the Code. The average base period net income computed under section 459 (d) shall be

the amount computed under paragraph (2) of section 459 (d) and under § 40.459 (d)-2 if the taxpayer was engaged in the business of television broadcasting at the end of its base period, and shall be the amount computed under paragraph (3) of section 459 (d) and under § 40.459 (d)-3 if the taxpayer did not acquire its television broadcasting business until after the close of its base period. In no event shall the benefit of section 459 (d) be available, however, unless the taxpayer was engaged in the television broadcasting business before January 1, 1951. The amount determined as the average base period net income under section 459 (d) shall be used as the average base period net income in computing the excess profits tax for any taxable year ending after June 30, 1950, if the taxpayer continued in the business of television broadcasting through the end of such taxable year, and if the use of such amount computed under section 459 (d) as the average base period net income would result in a lesser excess profits tax for such taxable year than would result under any other allowable computation of such tax.

(b) A taxpayer which does not actually broadcast television will not be considered to be engaged in the television broadcasting business even though it is engaged in a business which is related to television broadcasting, such as advertising, the manufacturing of television equipment, or the preparation and sale of television programs. A taxpayer which is engaged in the television broadcasting business and also in any other business or businesses, however, may be entitled to the benefit of section 459 (d).

§ 40.459 (d)-2 *Computation of average base period net income if taxpayer was engaged in television broadcasting at close of base period.* If the taxpayer was engaged in the business of television broadcasting at the close of its base period, its average base period net income determined under section 459 (d) shall be computed as follows:

(a) If the taxpayer was engaged during its base period in any business or businesses other than television broadcasting, its average base period net income for such other business or businesses shall be computed under section 435 (d) and § 40.435-1 (d), relating to the computation of average base period net income under the general average method. The determination of the average base period net income of such business or businesses other than television broadcasting shall be made without regard to any income, deductions, losses, or other items which are attributable to the television broadcasting business. See § 40.459 (d)-5 (a). If the taxpayer was not engaged during its base period in any business other than television broadcasting, the amount determined under this paragraph shall be zero. See § 40.459 (d)-5 (b) for adjustment of the amount computed under this paragraph where assets attributable to the television broadcasting business were acquired, directly or indirectly, through the use of assets attributable at any time during the base period to a business other than the television broadcasting business.

(b) Such part of the taxpayer's total assets for the last day of its base period as was attributable to the television broadcasting business shall be multiplied—

(1) By the base period rate of return determined under section 447 (c) for the industry classification which includes radio broadcasting, and the amount so determined shall then be reduced by an amount equal to such portion of the total interest paid or incurred by the taxpayer for the period of 12 months following the close of its base period as is attributable to its television broadcasting business, or

(2) If the taxpayer was engaged during its base period in the business of radio broadcasting, by its individual rate of return computed under section 459 (d) (4) and § 40.459 (d)-4,

whichever produces the greater average base period net income under section 459 (d) and this section.

(c) The amount, if any, computed under section 459 (d) (2) (A) and under paragraph (a) of this section shall be added to the amount computed under section 459 (d) (2) (B) and under paragraph (b) of this section.

The amount determined under paragraph (c) of this section—that is, the total of the amounts determined under paragraphs (a) and (b) of this section—shall be the average base period net income computed under section 459 (d) of a taxpayer which was engaged in the television broadcasting business at the close of its base period.

§ 40.459 (d)-3 *Computation of average base period net income if taxpayer commenced television broadcasting after close of base period and before 1951.* If the taxpayer did not acquire its television broadcasting business until after the close of its base period (but before January 1, 1951), its average base period net income determined under section 459 (d) shall be computed in the same manner as provided in section 459 (d) (2) and § 40.459 (d)-2 as in the case of a taxpayer which was engaged in the television broadcasting business at the close of its base period, except that—

(a) The applicable rate of return specified in section 459 (d) (2) (B) and § 40.459 (d)-2 (b) shall be multiplied by such part of the taxpayer's total assets for the last day of the calendar month in which it first engaged in the television broadcasting business (instead of for the last day of its base period) as was attributable to such television broadcasting business; and

(b) The reduction for interest specified in the last sentence of section 459 (d) (2) (B) and in § 40.459 (d)-2 (b) (1) shall, if applicable, be equal to that portion of the total interest paid or incurred by the taxpayer for the period of 12 months following the month in which it first engaged in the television broadcasting business (instead of for the period of 12 months following the close of its base period) as is attributable to such television broadcasting business.

§ 40.459 (d)-4 *Individual rate of return.* The individual rate of return, for the purpose of the computations provided in sections 459 (d) (2) (B) (ii) and § 40.459 (d)-2 (b) (2) and in sections 459 (d) (3) (A) and § 40.459 (d)-3 (a), in the case of a taxpayer which was engaged in the business of radio broadcasting during its base period, shall be computed as follows:

(a) The taxpayer's total assets attributable to its radio broadcasting business for the last day of each month in its base period shall be determined. See § 40.459 (d)-5 (a) for rules for the determination of the business to which assets are attributable.

(b) The amounts determined under paragraph (a) of this section shall be added together and the aggregate divided by 48.

(c) The excess profits net income for each month in the base period attributable to the radio broadcasting business shall be computed, such excess profits net income being determined without regard to income, deductions, losses, or any other items attributable to any business other than the radio broadcasting business (see § 40.459 (d)-5 (a)). Such amounts of excess profits net income attributable to the radio broadcasting business for each month in the base period shall be added together and the total of such amounts then divided by 4. The excess profits net income for any month attributable to the radio broadcasting business, for the purpose of this paragraph, shall be the excess profits net income or deficit in excess profits net income, as the case may be, attributable to such business for the taxable year in which such month falls divided by the number of calendar months in such year.

(d) The amount computed under paragraph (c) of this section shall be divided by the amount computed under paragraph (b) of this section. That is, the aggregate, divided by 4, of the excess profits net income attributable to the radio broadcasting business for each month in the base period shall be divided by the aggregate, divided by 48, of the taxpayer's total assets attributable to the radio broadcasting business for the last day of each month in the base period. The resulting figure shall be the taxpayer's individual rate of return.

§ 40.459 (d)-5 *Rules for application of section 459 (d)*—(a) *Determination of business to which items are attributable.* (1) The determination, for the purpose of section 459 (d) and §§ 40.459 (d)-1 through 40.459 (d)-5, whether any income, deductions, losses, interest, assets, or any other items are attributable to the television broadcasting business, to the radio broadcasting business, or to any other business shall be made in such manner as will clearly reflect the income attributable to each such business, and, in the case of assets, will reflect the extent to which assets are used in, or devoted to, the businesses of the taxpayer. Administrative expenses, for example, in the case of a taxpayer which is engaged in the television broadcasting business and also in some other business or busi-

nesses may not be attributed to any one business but shall be properly allocated among the various businesses of the taxpayer. If an asset is used in or devoted to the television broadcasting business, or the radio broadcasting business, and also some other business, such asset shall not be included at an amount equal to its full adjusted basis in determining at any time the total assets of the taxpayer which are attributable, as the case may be, to the television broadcasting business or to the radio broadcasting business. In such case, proper adjustment shall be made to reflect the fact that such asset directly or indirectly is used in or devoted to, or is part of, the television broadcasting business, the radio broadcasting business, or some other business. Similarly, proper adjustment shall also be made in the case of any other items (including, for example, interest) as are attributable to more than one business.

(2) (i) For the purpose of the adjustment provided in section 459 (d) (5) (B) and in paragraph (b) of this section, for the purpose of computing the individual rate of return provided in section 459 (d) (4), and for the purpose of computing an average base period net income under section 459 (d) (2) (A) for the business or businesses of the taxpayer other than the television broadcasting business, if cash or other liquid assets were in fact set aside pursuant to a resolution of the board of directors of the taxpayer or other corporate action for the purpose of acquiring assets to be used in the television broadcasting business, the setting aside of such assets shall be considered the acquisition, on the date the assets were set aside, of assets attributable to the television broadcasting business.

(ii) The rules provided in subdivision (i) of this subparagraph shall also apply to cash or other liquid assets not so set aside to the extent that the taxpayer establishes to the satisfaction of the Commissioner that such cash or other liquid assets were held for the purpose of acquiring assets to be used in the television broadcasting business (for example, through designation in the accounting records of the taxpayer) and that such cash or other liquid assets had no material effect upon the excess profits net income during the base period of the business or businesses of the taxpayer other than television broadcasting. Such cash or other liquid assets shall be deemed to have been set aside for the purpose of acquiring assets to be used in the television broadcasting business on the date which the taxpayer so establishes as the date that such cash or other liquid assets were first held for this purpose.

(iii) The rules provided in subdivisions (i) and (ii) of this subparagraph shall not apply to any assets therein described which were used for a purpose other than that for which they were set aside.

(b) *Adjustment of average base period net income of business other than television broadcasting business.* (1) If any part of the total assets attributable to the television broadcasting business which were held by the taxpayer on the date as of which the applicable rate of return is to be applied to its television broadcasting assets was acquired, directly or indirectly, through the use of assets which were attributable at any time during the base period to a business of the taxpayer other than the television broadcasting business, an adjustment, as provided in section 459 (d) (5) (B), must be made in determining under section 459 (d) (2) (A) the average base period net income, if any, of the taxpayer's nontelevision broadcasting business or businesses. See subparagraph (3) of this paragraph for rules with respect to the circumstances in which such adjustment is required. The conversion in whole or in part of assets attributable to a business other than the television broadcasting business to use in the television broadcasting business shall be considered for the purpose of section 459 (d) and of this section, to the extent of such conversion, to be an acquisition of television broadcasting assets by the use of assets attributable to a business of the taxpayer other than its television broadcasting business. In determining the extent of such conversion, appropriate allowance shall be made for offsetting effects of conversion in whole or in part of assets attributable to the television broadcasting business to use in a business other than the television broadcasting business.

(2) If an adjustment is required under the provisions of section 459 (d) (5) (B) and of subparagraph (1) of this paragraph with respect to any acquisition of assets attributable to the television broadcasting business, then in determining the average base period net income under section 459 (d) (2) (A) of such nontelevision broadcasting business or businesses there shall be excluded from the excess profits net income for each month prior to any such acquisition such portion of such excess profits net income as is attributable to the assets used, directly or indirectly, for such acquisition. In determining the amount which is to be excluded from the excess profits net income for any month, under the provisions of section 459 (d) (5) (B) and of this subparagraph, the part of the excess profits net income attributable to any assets which were used, directly or indirectly, to acquire assets attributable to the television broadcasting business shall be determined on the basis of the ratio, as of the beginning of the date of acquisition, of such assets which were so used to the total assets of the taxpayer other than its assets attributable to the television broadcasting business. If the acquisition took place on any day other than the first day of a calendar month, the adjustment for the month in which the acquisition took place shall be reduced to an amount determined on the basis of the ratio of the number of days in such month prior to the day on which the acquisition was made to the total number of days in such month.

(3) The adjustment provided in section 459 (d) (5) (B) and in this paragraph is required in any case in which an average base period net income for a business or businesses of the taxpayer other than its television broadcasting business is computed under section 459 (d) (2) (A) except to the extent that television broadcasting assets were acquired by the taxpayer through a bona fide long-term increase in its capital structure made in conjunction with and for the purpose of such acquisition. A bona fide long-term increase in the capital structure within the meaning of this subparagraph (whether an increase in equity capital or in borrowed capital as defined in section 439 (b)) shall be deemed to have occurred only to the extent that such increase is reflected in the capital structure throughout the period beginning with the time such increase was originally made and ending with the close of the taxable year for which the tax is being computed. For the purpose of determining whether such increase is reflected in the capital structure, proper adjustment shall be made to eliminate the effect of any loss occurring after the original increase is made, and, in the case of such determination as of any time during a taxable year, the determination shall be made without regard to the earnings and profits of such taxable year. If the increase in the capital structure is the result of a Part II transaction, this subparagraph and § 40.462–9 (b) (1) (ii) shall be applied in the light of the facts applicable both to the taxpayer and to the component corporation in such transaction. For the purpose of this subparagraph, an increase in the capital structure does not result from the conversion of inadmissible assets into admissible assets or from the accumulation of earnings and profits prior to the beginning of the first taxable year which begins after the date of the acquisition. If the assets of the television broadcasting business were acquired partly in the manner described in this subparagraph and partly in another manner the adjustment shall be made to the extent the acquisition was made in such other manner.

(c) *Computation of base period capital addition.* The average base period net income under section 459 (d) shall be considered, for the purpose of section 435 (a) (1) (B), to be an average base period net income computed under section 435 (d) which provides for the computation of the average base period net income under the general average method. The base period capital addition provided in section 435 (f) accordingly will be allowed in any case in which the average base period net income computed under section 459 (d) is used in determining the excess profits tax for any excess profits tax taxable year, but such base period capital addition shall be allowed only with respect to the taxpayer's business or businesses other than its television broadcasting business. The following rules shall be applicable in computing the base period capital addition in the case of a taxpayer which computes its average base period net income under section 459 (d):

(1) In computing the yearly base period capital as of any day, there shall be excluded from each item in the computation (such as assets, liabilities, borrowed capital, or the adjustment for interest) any amount attributable or allocable to the assets of the television broadcasting business held on such day.

(2) If an adjustment is required to be made under section 459 (d) (5) (B) with respect to assets of the taxpayer used directly or indirectly to acquire television broadcasting assets, the amount of the adjusted basis of assets with respect to which such adjustment is required shall be excluded from assets of the taxpayer in computing equity capital as of any day prior to such acquisition. Such further adjustments shall be made in computing other items (such as liabilities, borrowed capital, or the adjustment for interest) in the determination of yearly base period capital as of such day as are, under generally accepted accounting principles, consistent with the elimination of such amount from total assets.

(3) In making computations necessary for the determination of yearly base period capital for any taxable year, such computations shall be made, under the rules and principles set forth in paragraph (a) of this section, in the light of all the facts of the particular case and consistent with the purpose of restricting the base period capital addition to the business or businesses of the taxpayer other than its television broadcasting business and the avoidance of any duplication in the computation of such base period capital addition.

(d) *Computation of net capital addition or reduction.* (1) In the case of a taxpayer which was engaged in the business of television broadcasting at the close of its base period, the net capital addition or reduction, provided in section 435 (g), shall be computed in the same manner as in the case of any taxpayer which computes its average base period net income under the general average method provided in section 435 (d). See §§ 40.437-6 and 40.437-7.

(2) In the case of a taxpayer which did not acquire its television broadcasting business until after the close of its base period (but before January 1, 1951), the net capital addition or reduction, provided in section 435 (g), shall be determined in the same manner as in the case of any taxpayer which computes its average base period net income under the general average method provided in section 435 (d) (see §§ 40.437-6 and 40.437-7), except that the following adjustment shall be made:

(i) There shall be determined the amount of any proceeds obtained from borrowing, from the issuance of capital stock, as paid-in surplus, as a contribution to capital, or in any other manner, on or after the first day of the taxpayer's first taxable year ending after June 30, 1950, and before the first day of the first calendar month following the calendar month in which the taxpayer first engaged in the television broadcasting business.

(ii) There shall be determined the excess of (*a*) the amount of the taxpayer's assets attributable to the television broadcasting business as of the last day of the calendar month in which the taxpayer first engaged in the television broadcasting business over (*b*) the amount of the taxpayer's assets with respect to which an adjustment is required under the provisions of section 459 (d) (5) (B) and of paragraph (b) of this section.

(iii) The amount determined under subdivision (i) of this subparagraph, but not more than the amount determined under subdivision (ii) of this subparagraph, shall be considered, for the purpose of any computations necessary for the determination of the net capital addition or reduction, to have been obtained prior to the first day of the taxpayer's first taxable year ending after June 30, 1950.

§ 40.459 (d)-6 *Definitions.* For the purpose of section 459 (d) and §§ 40.459 (d)-1 through 40.459 (d)-5:

(a) The term "total assets" shall have the same meaning as in section 442 (f) and § 40.442-3 (d) (1).

(b) The "amount of an asset" in the case of property other than money shall be an amount equal to the adjusted basis of such property for determining gain on the sale or exchange thereof, and in the case of money shall be the amount thereof.

SEC. 519. TELEVISION BROADCASTING COMPANIES (REVENUE ACT OF 1951, APPROVED OCTOBER 20, 1951).

Section 459, as added by sections 516 to 518 of this Act, is hereby amended by adding after subsection (c) thereof the following new subsections:

* * * * *

(e) *Basis of assets.* For the purposes of this section, any reference to the adjusted basis of property or to the basis (unadjusted) of property means the adjusted basis or the basis (unadjusted), as the case may be, for determining gain upon sale or exchange.

SEC. 523. EFFECTIVE DATE OF TITLE V (REVENUE ACT OF 1951, APPROVED OCTOBER 20, 1951).

Except as otherwise provided in section 506 (d), the amendments made by this title (including sec. 519) shall be applicable only with respect to taxable years ending after June 30, 1950.

§ 40.459 (e)-1 *Basis of assets.* For the purpose of section 459 (including all subsections thereof) and the regulations thereunder, any reference to the adjusted basis of property or to the basis (unadjusted) of property means the adjusted basis or the basis (unadjusted), as the case may be, of such property for determining gain upon the sale or exchange thereof.

(53 Stat. 32; 26 U. S. C. 62. Interpret or apply sec. 519, 65 Stat. 555)

[SEAL] T. COLEMAN ANDREWS,
Commissioner of Internal Revenue.

Approved: November 27, 1953.

M. B. FOLSOM,
Acting Secretary of the Treasury.

[F. R. Doc. 53-10113; Filed, Dec. 2, 1953; 8:52 a. m.]

TITLE 31—MONEY AND FINANCE: TREASURY

Chapter II—Fiscal Service, Department of the Treasury

Subchapter A—Bureau of Accounts

[Treasury Department Circ. 932]

PART 290—LOANS TO PUBLIC OR PRIVATE AGENCIES UNDER REFUGEE RELIEF ACT OF 1953

Sec.
290.1 Scope of part.
290.2 Definition of terms.
290.3 Applications.
290.4 Requirements.
290.5 Terms and conditions of loans.
290.6 Repayments.
290.7 Reservations.

AUTHORITY: §§ 290.1 to 290.7 issued under sec. 16, Pub. Law 203, 83d Cong., E. O. 10487, 18 F. R. 5635.

§ 290.1 *Scope of part.* This part applies to the making of loans by the Secretary of the Treasury under section 16 of the Refugee Relief Act of 1953, Pub. Law 203, 83d Cong., to public or private agencies of the United States for the purpose of financing the transportation from ports of entry within the United States, to the places of their resettlement, of persons receiving immigrant visas under the said act and who lack the resources to finance the expenses involved.

§ 290.2 *Definition of terms.* For the purposes of this part:

(a) The word "Secretary" refers to the Secretary of the Treasury and, except for the purposes of § 290.7 (c), his designee.

(b) The word "act" refers to the Refugee Relief Act of 1953, approved August 7, 1953, Public Law 203, 83d Congress.

(c) The term "public agency" shall mean any executive department or agency of the United States or of any state of the United States, or municipality of such state.

(d) The term "private agency" shall mean a corporation or association organized and operated exclusively for religious, charitable, scientific, literary or educational purposes, no part of the net earnings of which inures to the benefit of a private shareholder or individual, and no substantial part of the activities of which is carried on for propaganda or otherwise attempting to influence legislation.

§ 290.3 *Applications.* Public or private agencies shall make application for loans on forms prescribed by the Secretary which may be obtained from the Fiscal Service, Bureau of Accounts, Treasury Department, Washington 25, D. C.

§ 290.4 *Requirements.* In order for an application to be given favorable consideration, the applying agency shall not be in default in the payment of any loan made to it pursuant to the provisions of the Displaced Persons Act of 1948, as amended, and shall:

(a) Establish to the satisfaction of the Secretary that it has authority to borrow money under its charter, articles of incorporation, or other enabling document for the purpose described in section 16 of the Refugee Relief Act of 1953 and that the person acting for it in this regard has the authority so to act;

(b) Set forth the manner and terms in which it proposes to repay the loan requested, if granted;

(c) Establish to the satisfaction of the Secretary that there is reasonable assurance the amount of the loan requested will be repaid.

§ 290.5 *Terms and conditions of loans.* In cases where applications for loans are approved, the applying agency shall:

(a) Execute a promissory note in such form and with such terms and conditions as the Secretary may deem appropriate; and

(b) Execute an agreement containing the following and such other provisions as the Secretary may require:

(1) All funds loaned to it will be used exclusively for the purpose of financing the transportation from ports of entry within the United States, to the places of their resettlement, of persons receiving immigrant visas under the act, and who lack resources to finance the expenses involved.

(2) A bank account or bank accounts for the borrowed funds will be established and maintained by the agency separately from other funds of the agency.

(3) Promissory notes will be obtained from the sponsor or the immigrant and held in trust for the Secretary as security for loans made to the agency.

(4) No interest, service or other charges will be made upon the sponsor or immigrant for the use of any funds made available under the act.

(5) Adequate books and records relating to the funds borrowed from the Secretary and loans made therefrom shall be maintained and shall be available for inspection during the life of the loan obtained from the Secretary.

(6) Reports will be made to the Secretary for such periods and in such form as he may prescribe of the balances available in and the sums disbursed from the accounts referred to in subparagraph (2) of this paragraph, the number of immigrants served by the borrowed funds, the recoveries on loans made, and such other information as the Secretary may require.

(7) All recoveries by the agency of advances to sponsors or immigrants out of funds borrowed from the Secretary shall be deposited in the special accounts referred to in subparagraph (2) of this paragraph, and shall be used only for the repayment of any unpaid balance of such loan or interest thereon so long as any such balance remains outstanding.

(8) If, in the judgment of the Secretary, there has been an improper use or other misapplication of the borrowed funds, or the agency has failed to meet the requirements of the act or this part, or any terms of the loan agreement, the loan or any unpaid balance due thereon, upon written notice by the Secretary to the agency, shall become due and payable immediately.

§ 290.6 *Repayments.* Repayments shall be made by check, draft or money order drawn in favor of the Treasurer of the United States and forwarded to the Fiscal Service, Bureau of Accounts, Treasury Department, Washington 25, D. C., with an appropriate letter of transmittal identifying the loan to which such repayment applies.

§ 290.7 *Reservations.* (a) The Secretary may, in his discretion, reject in whole or in part any application of a public or private agency for a loan under the provisions of this part.

(b) Any determination by the Secretary that a corporation or association is a private agency for the purposes of this part shall not be construed in any manner as determining the status of such corporation or association under the provisions of the Internal Revenue Code.

(c) The Secretary may waive, withdraw or amend at any time or from time to time any or all of the provisions of the regulations in this part.

[SEAL] M. B. FOLSOM,
Acting Secretary of the Treasury.

DECEMBER 1, 1953.

[F. R. Doc. 53-10162; Filed, Dec. 2, 1953; 8:52 a. m.]

TITLE 39—POSTAL SERVICE

Chapter I—Post Office Department

PART 71—ISSUE OF DOMESTIC MONEY ORDERS

ERROR IN AMOUNT OF MONEY ORDERS

In Part 71, Issue of Domestic Money Orders, 39 CFR Part 71, make the following change:

In § 71.12 *Errors and corrections: "not issued" orders* (18 F. R. 5542), paragraphs (b) and (c) are designated paragraphs (c) and (d) respectively, and a new paragraph (b) is inserted, to read as follows:

(b) *Error in amount of money order.* In any instance where the remitter discovers the error after the order issued for an insufficient amount has left his possession, he can apply for the issuance of a money order covering the difference between the erroneous amount and the proper amount as shown on the related application, Form 6001. The postmaster should request a photostat of the paid order from the regional accounting office, forward it with report of the facts in the case to the Bureau of Finance, Division of Money Orders.

(R. S. 161, 396, 4027, 4029, secs. 304, 309, 42 Stat. 24, 25; 5 U. S. C. 22, 369, 39 U. S. C. 711, 713)

[SEAL] ROSS RIZLEY,
Solicitor.

[F. R. Doc. 53-10099; Filed, Dec. 2, 1953; 8:49 a. m.]

TITLE 45—PUBLIC WELFARE

Chapter V—War Claims Commission

Subchapter C—Appeals and Hearings

PART 515—APPEALS

Except for §§ 515.1 and 515.2 (a), (b) and (c) (1) (2), Part 515 is amended to read as follows:

SUBPART A—APPEALS, GENERAL INFORMATION

Sec.
515.1 Basis for appeal.
515.2 Appeal form and time limitations.
515.3 Appeals calendar.
515.4 Consideration of appeals.
515.5 Appeal proceedings in general.
515.6 The Council on Appeals.

SUBPART B—REVIEW AND RECONSIDERATION

515.10 Review and reconsideration by the Claims Service.

SUBPART C—HEARINGS

Sec.
515.15 Docketing and notification of hearing.
515.16 Pre-hearing conference.
515.17 Conduct of hearings.
515.18 Oral argument at close of hearing.
515.19 Proposed findings and conclusions.

SUBPART D—FINDINGS AND CONCLUSIONS

515.30 Council on Appeals to recommend decisions.
515.31 Decision of the Commission.
515.32 Notice of decision.
515.33 Dismissal of appeals.

SUBPART E—REHEARING AND REARGUMENT

515.35 Rehearing and reargument.

AUTHORITY: §§ 515.1 to 515.35 issued under sec. 2, 62 Stat. 1240; 50 U. S. C. App. 2001.

SUBPART A—APPEALS, GENERAL INFORMATION

§ 515.1 *Basis for appeal.* Any claimant whose claim is denied or is approved for less than the full allowable amount may appeal to the Commission from such determination.

§ 515.2 *Appeal form and time limitations.* (a) An appeal shall be made in writing on WCC Form 1105. Such form to be acceptable, must be filed with the Commission within six months from the date of the award or disallowance letter informing the claimant of the original determination.

(b) Upon failure to file such an appeal within six months, the claimant will be deemed to have waived his right to appeal and the decision of the Commission shall constitute a full and final disposition of the case.

(c) (1) All documents, briefs or other additional evidence relative to an appeal from the award or disallowance of a claim under sections 5 (a) through (e), 6 or 7 (a) of the act shall be filed with the Commission at the time of the filing of WCC Form 1105 or within 30 days thereafter except that if such documents, briefs or other additional evidence are requested by the Commission, they shall be filed within 60 days from the date of request therefor if the claimant is within the continental United States or within 90 days from the date of request therefor if the claimant is outside the continental United States. Failure on the part of the claimant to file such documents, briefs or other additional evidence within the time limits shall be grounds for dismissal of the appeal in accordance with § 515.22.

(2) All documents or other additional evidence relative to an appeal from the award or disallowance of a claim under section 7 (b) or (c) of the act shall be submitted prior to December 1, 1953: *Provided,* That the appellant may at any time prior to December 1, 1953, notify the Commission that all additional evidence has been submitted. Appellants under section 7 (b) or (c) shall file all briefs which they desire to file in connection with their appeals prior to January 31, 1954.

§ 515.3 *Appeals calendar.* Upon receipt in Appeals and Hearings Service of WCC Form 1105 from the Claims Service following its reconsideration and review in accordance with Subpart B of this part, the case shall be entered on the

Appeals and Hearings Docket. Each appeal shall be assigned a docket number in the order of its receipt. This number shall govern the order in which appeals are considered.

§ 515.4 *Consideration of appeals.* (a) If the appellant has specified on WCC Form 1105 that he does not wish to make a personal appearance or to appear through a representative, his appeal, when reached on the appeals calendar, shall be considered by the Council on Appeals in accordance with § 515.30 (b).

(b) If the appellant in executing WCC Form 1105 has requested a personal appearance the hearing date will be set in accordance with Subpart C of this part.

(c) A request for a personal appearance may be waived by the interested parties at any time and the case submitted to the Council on Appeals in accordance with § 515.30 (b).

§ 515.5 *Appeal proceedings in general.* Appeal proceedings may consist of:

(a) A review and reconsideration by the Claims Service of the original determination on the claim. (See Subpart B of this part.)

(b) A hearing before the Commissioners or their representative when requested by the appellant or by the Commission. (See Subpart C of this part.)

(c) Findings and conclusions of the Commission upon the recommendation of the Council on Appeals. (See Subpart D of this part.)

(d) Rehearing and reargument. (See Subpart E of this part.)

§ 515.6 *The Council on Appeals.* The Council on Appeals shall consider appeals within the Appeals and Hearings Service and shall recommend decisions on appeals to the Commissioners. The Director, Appeals and Hearings Service shall serve as Chairman of the Council on Appeals.

SUBPART B—REVIEW AND RECONSIDERATION

§ 515.10 *Review and reconsideration by the Claims Service.* (a) Upon receipt of WCC Form 1105 from the appellant the Claims Service shall briefly review and reconsider the appeal and the material in support thereof, plus any additional supporting evidence or briefs which the appellant or his authorized representative shall submit.

(b) The recommendation of the Claims Service together with all supporting evidence, briefs, et cetera, shall be promptly forwarded to the Appeals and Hearings Service for further consideration.

(c) This action of the Claims Service shall be informal and no notice of the finding of the Claims Service need be furnished the appellant.

SUBPART C—HEARINGS

§ 515.15 *Docketing and notification of hearing.* (a) If the appellant in executing WCC Form 1105 has requested a personal appearance, the appeal will be set for hearing at the earliest date permitted by the hearing docket. The appellant will be notified of the date set. If the appellant fails to appear, the case will be disposed of in the usual order. The appellant may request that the case be reset for a different date within 30 days of the date of notice of hearing if the appellant resides in the continental United States or 90 days if outside the continental United States. The appellant shall be limited to one such request.

(b) The Commission may, in its discretion, require a hearing in any proceeding and shall set the hearing at the earliest practicable date permitted by the hearing docket. The appellant will be notified of the date set. If the appellant fails to appear the appeal shall be dismissed in accordance with § 515.33. The appellant may request that the case be reset for a different date within 30 days of the notice of hearing if within the continental United States or 90 days if outside the continental United States. The appellant shall be limited to one such request.

§ 515.16 *Pre-hearing conference.* At the request of the appellant or by an order of the Council on Appeals, at any time prior to the hearing, a conference may be arranged between the appellant or his representative and the Council on Appeals or its representative at a designated time and place to consider simplification of the issues and any other matter which would tend to expedite the disposition of the hearing.

§ 515.17 *Conduct of hearings.* (a) Unless otherwise ordered by the Commission, hearings on appeals shall be closed. The hearings shall be stenographically reported and the transcript shall be a part of the record.

(b) Hearings shall be held by the Commissioners or by the Council on Appeals or by any combination of Commissioners and members of the Council on Appeals as may be designated by the Commission in each instance. The Commission will specify the individual who is to serve as chairman of the hearing.

(c) The chairman of a hearing panel may administer oaths and examine witnesses. The chairman may, in accordance with Part 502, Subchapter A of the Commission's regulations in this chapter, require by subpoena the attendance and testimony of witnesses, as well as the production of all necessary books, papers, documents, records, correspondence, and other evidence.

(d) The appellant shall have the burden of proof on all issues involved in the appeal proceeding.

(e) The appellant, his authorized representative, the Council on Appeals or the appellate attorney shall have the right and power to call, examine and cross-examine witnesses and to introduce for the record documentary or other evidence.

(f) The rules of evidence prevailing in courts of law and equity shall not be controlling. Any testimony or other evidence having probative value shall be received. However, it shall be the policy to exclude irrelevant, incompetent, immaterial or unduly repetitious evidence.

(g) In the discretion of the chairman, the hearing or pre-hearing may be adjourned from day to day, postponed to a later date, or to a different place by announcement thereof at the hearing, or by reasonable notice to the interested parties.

§ 515.18 *Oral argument at close of hearing.* Any party shall be entitled upon request at the close of the hearing, to such time as may be fixed by the chairman for oral argument. Oral argument made with the consent of the chairman shall be included in the stenographic report of the hearing.

§ 515.19 *Proposed findings and conclusions.* At the close of the reception of evidence, or within a reasonable time thereafter, to be fixed by the chairman, any party may submit proposed findings and conclusions, together with a brief in support thereof. Such proposal shall be in writing and shall contain appropriate references to the record. Copies thereof shall be furnished to all parties. Reply briefs may be filed with the permission of and within a reasonable time to be fixed by the chairman.

SUBPART D—FINDINGS AND CONCLUSIONS

§ 515.30 *Council on Appeals to recommend decisions.* (a) After a hearing upon an appeal has been held the Council on Appeals shall, as soon as practicable after receipt of the transcript of the hearing, consider all evidence presented by the appellant in connection with an appeal and shall recommend a decision to the Commissioners.

(b) If no hearing is requested upon the appeal, the Council on Appeals, shall consider all additional evidence and shall recommend a decision upon the appeal to the Commissioners.

§ 515.31 *Decision of the Commission.* The recommended decision of the Council on Appeals shall be referred to the Commissioners and shall, when approved by two Commissioners, become the final decision of the Commission.

§ 515.32 *Notice of decision.* Notice of the final decision of the Commission together with a copy thereof shall be furnished to all interested parties.

§ 515.33 *Dismissal of appeals.* (a) An appeal may be dismissed when on its face it is not allowable or when it appears to have been abandoned or when substantiating evidence has not been furnished in accordance with § 515.2.

(b) The decision dismissing an appeal shall be final. The provisions as to notice of finding in § 515.32 and as to rehearing and reargument in § 515.35 shall apply to decisions of the Commission in dismissing an appeal.

SUBPART E—REHEARING AND REARGUMENT

§ 515.35 *Rehearing and reargument.* Any party desiring a rehearing, reargument or any relief not specifically covered by this part, may file a petition with the Commission within ten (10) days if a resident within the continental United States or within sixty (60) days if outside the continental United States after notice of the decision, stating the relief sought and the reasons in support thereof. Evidence in support of the pe-

tition should be attached thereto. The Commission may deny or allow the petition in whole or in part, as it deems proper.

DANIEL F. CLEARY,
Chairman, War Claims Commission.

[F. R. Doc. 53-10114; Filed, Dec. 2, 1953; 8:52 a. m.]

TITLE 47—TELECOMMUNICATION

Chapter I—Federal Communications Commission

PART 3—RADIO BROADCAST SERVICES

TELEVISION BROADCAST STATIONS; TRANSMITTERS AND ASSOCIATED EQUIPMENT

In the matter of amendment of § 3.687 (a) (2) rules governing television broadcast stations.

1. The Commission has before it for consideration § 3.687 (a) (2) of its rules and regulations relating to the operation of television transmitters.

2. On April 23, 1953, the Commission issued a Report and Order in Dockets 10369 and 10370, which, among other things, amended § 3.687 (a) (2) of the rules, effective June 1, 1953, by adding the following provision relating to the field strength or voltage of the upper sideband radiated or dissipated by television transmitters:

> The field strength or voltage of the upper sideband as radiated or dissipated and measured as described in subparagraph (3) of this paragraph, shall not be greater than −20 db for a modulating frequency of 4.75 Mc or greater.

3. Section 3.687 (a) (2), as amended, requires that television transmitters be operated so that a specified attenuation of the upper sidebands is obtained. However, it has come to the Commission's attention that the video frequency filters necessary in some transmitters to achieve the specified attenuation figure will not be generally available for an additional 6 to 8 months' period and that, accordingly, a number of existing stations have been unable to comply with the present provisions of the rule. Accordingly, it is the Commission's view that the public interest would be served by extending the time for compliance with the provisions of the rule to July 1, 1954.

4. The Commission has found that prior notice of rule making in this case would be unnecessary and impracticable and would be contrary to the public interest. Furthermore, since the amendment adopted herein represents a relaxation of the requirements of the rule by postponing the date of compliance, the amendment may be made effective immediately. Authority for the adoption of the amendment is contained in sections 4 (i), 303 (f) and 303 (r) of the Communications Act of 1934, as amended.

5. In view of the foregoing: *It is ordered*, That, effective immediately, § 3.687 of the Commission's rules and regulations is amended as follows:

(a) Add footnote designator 28a at the end of paragraph (a) (2).

(b) Insert footnote 28a in its proper place to read as follows:

> [28a] Television stations shall have until July 1, 1954 for compliance with the requirements of this subparagraph with respect to attenuation of the upper sidebands.

(Sec. 4, 48 Stat. 1066 as amended, 47 U. S. C. 154. Interprets or applies sec. 303, 48 Stat. 1082 as amended; 47 U. S. C. 303)

Adopted: November 25, 1953.

Released: November 30, 1953.

FEDERAL COMMUNICATIONS COMMISSION,
[SEAL] WM. P. MASSING,
Acting Secretary.

[F. R. Doc. 53-10129; Filed, Dec. 2, 1953; 8:56 a. m.]

[Docket No. 8967]

PART 3—RADIO BROADCAST SERVICES

MULTIPLE OWNERSHIP

In the matter of the amendment of §§ 3.35, 3.240 and 3.636 of the rules and regulations relating to multiple ownership of AM, FM and television broadcast stations; Docket No. 8967.

1. This proceeding involves a proposal to amend §§ 3.35, 3.240 and 3.636 (formerly 3.640) of the Commission's rules and regulations which relate respectively to multiple ownership of AM, FM and television broadcast stations.

2. The proceeding was instituted by the issuance of a notice of proposed rule making on August 19, 1948 (13 F. R. 5060). The following parties submitted written comments with respect to the proposed amendments and also participated in the oral argument held before the Commission en banc on January 17, 1949: Paramount Pictures, Inc., Balaban and Katz Corporation and Gulf Theatres, Inc. (the "Paramount group"); Columbia Broadcasting System, Inc.; the Fort Industry Company; KMMJ, Inc., Salt Lake City Broadcasting Corporation, Trans-America Television Corporation, and Universal Broadcasting Company (the "McKenna group"); and National Broadcasting Company, Inc. In addition, written comments were submitted by Mr. E. B. Craney and Mr. Arthur W. Scharfeld.

3. The parties to this proceeding have raised numerous objections to the proposed amendments. These objections fall generally into two categories. The first group challenges the authority of the Commission to adopt rules of general applicability dealing with the subject multiple ownership of broadcast stations, while the second group objects to specific provisions of the proposed amendments. We shall first take up the arguments of the former group.

4. There has been general agreement among the parties to this proceeding that in order to guard against monopolistic tendencies and to preserve competition in the broadcasting industry the Commission can and should, in the exercise of its licensing functions, give consideration to the multiple ownership of stations. Nevertheless, it has been argued that the Commission must announce the general principle of law governing the multiple ownership of broadcast stations on a case-to-case basis only and that the Commission is here precluded from issuing rules of general applicability. This argument, however, fails to consider the specific rule making powers conferred on this Commission by the Communications Act [1] and the consistent rulings of the courts sustaining the rule making powers of this Commission, as well as other government agencies.[2] Under the Communications Act, the Commission has full authority to adopt rules giving effect to the principles that will apply in licensing radio stations pursuant to the statutory touchstone of "public convenience, interest and necessity." Such rules are designed to implement and enforce the act and to announce publicly Commission policy with respect to factors which may warrant a denial of a license because they are incompatible with the policies and purposes of the act. The rule making powers conferred on the Commission, expressly set forth in sections 4 (i) and 303 (r) of the act, not only authorize the adoption of rules but affirmatively direct the Commission to make such regulations as may be necessary to carry out the provisions of the act. In addition to its rule making powers, the Commission may proceed on a case-to-case basis so that the policies and purposes of the act will be implemented within the framework of particular cases. The choice between these alternative techniques for the implementation of the act must be determined in light of all the relevant considerations presented by the particular problem. The Supreme Court in Securities and Exchange Commission v. Chenery Corp. 332 U. S. 194, 203–204, stated:

> * * * an administrative agency must be equipped to act either by general rule or by individual order. To insist upon one form of action to the exclusion of the other is to exalt form over necessity.
>
> * * * There is thus a very definite place for the case-by-case evolution of the statu-

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[1] Section 4 (i) provides: The Commission may perform any and all acts, make such rules and regulations and issue such orders, not inconsistent with this act, as may be necessary in the execution of its functions.

Section 303 (r) provides: Except as otherwise provided in this Act, the Commission from time to time, as public convenience, interest, or necessity requires, shall * * *

(r) Make such rules and regulations and prescribe such restrictions and conditions, not inconsistent with law, as may be necessary to carry out the provisions of this act, or any international radio or wire communications treaty or convention, or regulations annexed thereto, including any treaty or convention insofar as it relates to the use of radio, to which the United States is or may hereafter become a party.

[2] National Broadcasting Company v. United States, 319 U. S. 190, affirming 47 F. Supp. 940; Columbia Broadcasting System v. United States, 316 U. S. 407, 420–421; Heitmeyer v. Federal Communications Commission, 68 App. D. C. 180, 95 F. (2d) 90; Ward v. Federal Communications Commission, 71 App. D. C. 166, 108 F. (2d) 486; cf. Stahlman v. Federal Communications Commission, 75 App. D. C. 176, 126 F. (2d) 124; Securities & Exchange Commission v. Chenery Corp., 332 U. S. 194; Lichter v. United States, 334 U. S. 742.

tory standards and the choice made between proceeding by general rule or by individual ad hoc litigation is one that lies primarily in the informed discretion of the administrative agency. See Columbia Broadcasting System v. U. S., 316 U. S. 407, 421.[2a]

Our determination here that the problems presented by the multiple ownership of broadcast stations are best resolved by the promulgation of rules of general applicability is made on the basis of the knowledge and experience acquired by this Commission over a period of more than a decade in the handling of these problems.[3]

5. The provisions of §§ 3.35, 3.240 and 3.636 governing the multiple ownership of broadcast stations and the amendments thereof proposed in this proceeding were promulgated pursuant to the general rule making authority contained in sections 4 (i) and 303 (r) of the act and are designed to implement the Congressional policy against monopoly enunciated specifically in sections 311 and 313 of the Communications Act. Parties to this proceeding have urged that the promulgation of these rules by this Commission is an attempt to enforce the anti-trust laws of the United States which function Congress has delegated to the Department of Justice. This contention has been advanced before, and expressly rejected by the courts. Thus, in Mansfield Journal Co. v. Federal Communications Commission, 86 U. S. App. D. C. 102, 180 F. (2d) 28, the court stated:

> Appellant argues that this amounts to enforcement of the anti-trust laws. But whether appellant has been guilty of a violation of these laws is not here in issue. The fact that a policy against monopoly has been made the subject of criminal sanction by Congress as to certain activities does not preclude an administrative agency charged with furthering the public interest from holding the general policy of Congress to be applicable to questions arising in the proper discharge of its duties. * * * Monopoly in the mass communication of news and advertising is contrary to the public interest, even if not in terms proscribed by the anti-trust laws.[4]

6. Nor do we find merit in the contention that section 9 (a) of the Administrative Procedure Act, 5 U. S. C., section 1008, which provides that "no sanction shall be imposed or substantive rule or order be issued except within the jurisdiction delegated to the agency and as authorized by law", prohibits the adoption of these rules. The legislative history of section 9 (a) leaves no doubt that the section was not intended to prevent an agency from adopting rules which it would be otherwise authorized to issue but was merely designed to "afford statutory recognition for the basic rule of law embodied in judicial decisions." Senate Judiciary Committee Print, June 1945, in Sen. Doc. No. 248, 78th Cong. 2d Sess., p. 34.[5]

7. The objections advanced by the parties to this proceeding against the specific provisions of the amended rules are considered below.

8. We need not here take up those arguments directed to the overlap and allied provisions of the outstanding proposal (subsections (1) and (2)). We have determined not to effectuate, at this time, any changes with respect to overlap. We recognize that some changes may well be desirable, but recent developments, particularly in television,[6] compel reconsideration of the entire overlap question. While certain features of the outstanding proposal are unrelated to these developments and would appear to merit adoption, it is felt that such a piecemeal approach is inappropriate. Accordingly, we take no action here changing the present provisions of our rules governing overlap situations.

9. We turn now to the objections to the proposed provisions which deal with the total number of stations in which a licensee should be permitted to have an interest. The proposed rules provide that the determination whether the grant of a license would result in a concentration of control of broadcasting facilities inconsistent with the public interest will depend on the facts of each case; and the factors which the Commission will consider in making that determination are set forth with particularity. It is further provided that the Commission will consider the ownership, operation or control directly or indirectly of more than 7 AM, 6 FM or 5 TV broadcast stations by any person to constitute a concentration of control contrary to the public interest. It is also provided that no person or any of its stockholders, officers or directors may have a direct or indirect interest in or be stockholders, officers or directors of more than 14 AM, 12 FM or 10 TV broadcast stations. Tables are also included in the rules which specifically set forth the maximum number of stations in which any person or its stockholders, officers or directors may have interests less than control.

10. One of the basic underlying considerations in the enactment of the Communications Act was the desire to effectuate the policy against the monopolization of broadcast facilities and the preservation of our broadcasting system on a free competitive basis. See Federal Communications Commission v. Sanders Brothers Radio Station, 309 U. S. 470. This Commission has consistently adhered to the principle of "diversification" in order to implement the Congressional policy against monopoly and in order to preserve competition. That principle requires a limitation on the number of broadcast stations which may be licensed to any person or to persons under common control. It is our view that the operation of broadcast stations by a large group of diversified licensees will better serve the public interest than the operation of broadcast stations by a small and limited group of licensees. The vitality of our system of broadcasting depends in large part on the introduction into this field of licensees who are prepared and qualified to serve the varied and divergent needs of the public for radio service. Simply stated, the fundamental purpose of this facet of the multiple ownership rules is to promote diversification of ownership in order to maximize diversification of program and service viewpoints as well as to prevent any undue concentration of economic power contrary to the public interest. In this connection, we wish to emphasize that by such rules diversification of program services is furthered without any governmental encroachment on what we recognize to be the prime responsibility of the broadcast licensee (See section 326 of the Communications Act). It is to effect this purpose that the foregoing specific limitation on the number of stations that may be owned, operated or controlled by any person, has been included in the multiple ownership rules.[7]

11. In view of the arguments advanced by some parties that the proposed rules are arbitrary in that they give no effect to class and size of stations, geographical locations, populations served, and similar factors, we have considered alternatives

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[2a] In at least three cases in recent years the courts have expressly rejected arguments that the Federal Communications Commission should act on a case-by-case basis rather than by adopting general rules specifying in advance the circumstances under which it will or will not grant licenses. National Broadcasting Company v. Federal Communications Commission, 319 U. S. 190 (Chain Broadcasting Regulations); Felman v. United States (N. D. Ill., Civil No. 49C227, aff'd 339 U. S. 973 (Reserve time Rules); American Broadcasting v. U. S. (110 F. Supp. 374 (S. D. N. Y.) (Lottery Rules).

[3] In 1940 the Commission adopted a multiple ownership rule for FM broadcasting stations (5 F. R. 2384); multiple ownership rules for television were adopted in 1941 (6 F. R. 2284); multiple ownership rules for AM broadcasting stations were adopted in 1943 (8 F. R. 16065). These rules have been reported to Congress and discussed in hearings but Congress has never taken action to abolish or circumscribe the Commission's authority to issue such rules.

[4] See also National Broadcasting Company v. United States, 319 U. S. 190; Southern Steamship Company v. National Labor Relations Board, 316 U. S. 31.

[5] The Attorney General's Manual on the Administrative Procedure Act makes it clear that the purpose of Section 9 (a) was to prevent administrative agencies from imposing sanctions or adopting substantive rules which had not been specifically or generally authorized by Congress. See also Senate Report on S. 7 in Sen. Doc. 248, 79th Cong. 2d Sess., p. 211; and House Report on S. 7 in Sen. Doc. 248, 79th Cong. 2d Sess., p. 274.

[6] Involved here is the question of determining the extent of overlap—that is, the population and area encompassed by the overlap. As brought out in the Sixth Report and Order (pars. 85, 88, 90, 91) and several recent cases (In re Application of Westinghouse Stations, Inc., 8 Pike & Fischer RR 381; In re Application of Louis Wasmer, 9 Pike & Fischer RR 713), this presents a particularly difficult problem in television because of the technical data available and the rules drafted on the basis of such limited data.

[7] Such limitations have been in effect for the FM and TV service since the multiple ownership rules for those services were adopted. The original limit of 3 television stations was subsequently raised to 5 in the light of changed conditions.

to the outstanding proposal.[8] But as a result of a study of the present holdings of multiple owners, we have concluded that any proposal to limit multiple ownership on the basis of such factors as class of station or geographical location, is either unsatisfactory or unworkable.[9] For a formula, which we believe would reasonably limit ownership on such bases, would require extensive divestment of holdings by existing licensees: it is felt that this would be unduly disruptive. On the other hand, if existing licensees are to retain their present holdings, no formula can be devised which does not substantially extend the present maximum limitation on station ownership—a result felt to be completely unwarranted in view of the important policy considerations involved. As to devising a reasonable formula and "grandfathering" present holdings however greatly in excess of this new criterion, this is believed improper in view of the extensive multiple AM holdings and the nature of such holdings built up over that service's long history and the consequent unfairly preferential treatment accorded such multiple owners. We conclude, therefore, that the method employed in our outstanding proposal is the only sound and workable one because of the history and present development of the broadcast industry.

12. As stated, the outstanding proposal equates two minority non-controlling holdings with one full or controlling ownership. In view of the contention made that the proposal is objectionable because of this effort to deal with interests less than control (e. g., that "[it] endeavor[s] to reduce to simple mathematical formulae matters that are incapable of such reduction"), we have re-examined this facet of the matter. It is our conclusion that the principle of diversification and the realities of the situation require that no distinction be made between a minority non-controlling interest and a full or controlling one. While the holder of a small interest in many instances may have slight influence on the operation of the station in question, it is also true such a person can exert a considerable influence—to an extent clearly within the objectives and purview of the described diversification policy. Several factors should be noted here: (1) there may not be a correlation between the size of the minority holding and the extent of the influence wielded; (2) it is impossible to determine on the face of the application what the influence of the multiple owner will be; indeed, it may be difficult or incapable of definite ascertainment even in a subsequent hearing; and (3) in the case of the holder who has interested himself in numerous stations, there is a good probability that because he is so actively engaged in the broadcast field, his influence will tend to be a positive or substantial one. For these reasons, we are of the opinion that to permit parties to acquire interests of any nature in more than the specified maximum numbers of stations set out within would tend to defeat the diversification policy. We have accordingly revised the multiple ownership rules so as to preclude such holdings.[10]

13. Section (a) (3) of the attached rules is also concerned with the interests that any stockholder, officer or director of a party applying for a license may have in other stations. Objections have been raised to the consideration of the interests of those who are only officers or directors but not stockholders of applicants or licensees. Such objections, however, ignore the practical realities of business organization and control, particularly in the case of corporations. In numerous business organizations the actual day to day control is in the hands of officers and directors who are not necessarily owners or stockholders. Reference need only be made to the history of the antitrust laws to discover the consequences which may flow from interlocking directorships and managements. And it is significant that Congress has inserted provisions in the antitrust laws specifically to guard against evils resulting from the interlocking interests of directors, officers and even employees of business organizations. See 15 U. S. C., sections 19, 20. In light of these considerations, the Commission believes that it is both reasonable and necessary to take cognizance of the interests of directors and officers of licensees and applicants in order to preserve competition and prevent monopoly in the broadcasting field.

14. With respect to stockholders, section (b) of the proposed rules provides that in applying section (a) in the case of corporations having more than 50 voting stockholders, only those stockholders need be considered who are officers or directors or who own 1 percent or more of the outstanding voting stock. It has been suggested that only holders of 5 percent or more of the stock of such corporations should be considered. The Commission is of the opinion, however, that the provision as originally proposed should be adopted for the reason that in corporations of large size, owners of 1 percent of the stock may have considerable voice in the control and management; and that interests of that size should properly be considered in the application of these rules.

15. Neither the present nor proposed rules on limiting multiple ownership in TV make any distinction between VHF and UHF stations. The Commission has received several petitions[11] requesting that such a distinction be made, and that either no limitation be placed on the ownership of UHF stations or that the limitation on TV holdings be raised to either 7 or 8 with no more than five in the VHF service. This argument rests on the premise that such action is desirable in order to promote the early development of UHF. Oppositions to these proposals have also been submitted.[11a] The opponents argue that the proposed liberalization of the ownership limitation with respect to UHF stations is not in the public interest and that "If it appears that UHF is not developing as rapidly as desired, and if smaller communities are not being served by television, and if no other solution is in sight, there will be time enough to take such a drastic step as has been suggested." The Commission is now actively engaged in studying the position of the post-freeze TV station. We note that other interested parties are also engaged along this line.[11b] Accordingly, we are deferring consideration of the multiple ownership facet of the UHF question to the over-all UHF study.

16. We turn now to what is the appropriate specific limitation in each service on the number of stations in which one person may hold an interest. The attached rules continue in effect the existing limitation on TV station ownership which, in our judgment based on extensive experience with the problems of multiple ownership, have proven practicable and desirable. It is argued that

[8] In the Matter of Brunton et al., 3 Pike & Fischer RR 291. On the basis of the facts in that proceeding, the Commission considered and gave weight to such factors as the class and power of stations in determining whether the requested transfer of an additional station to CBS would be in the public interest. The Commission's decision in that proceeding does not, however, preclude the adoption under appropriate circumstances of rules of general application such as are involved here.

It should also be noted that even if all the AM stations owned by the one party are small, there is a tendency to concentrate in the same general area; under these circumstances, ownership of more than 7 stations would result in a concentration of control that would be contrary to the public interest.

[9] It is important to note that the proposed rules do take these factors into consideration in situations not involving an application for facilities in excess of the maximum permissible number.

[10] We note that some parties who now have television interests in five stations which include some of a minority nature, have applied for additional television facilities, presumably relying on the absence of any specific provision dealing with minority holdings. We feel that such parties, who may have gone to considerable expense and otherwise relied on the policy prevailing before this change, should not be penalized procedurally by the immediate dismissal of their applications.

Therefore, parties who have applied for interests in excess of five before the date of adoption of this rule change and whose applications—because their holdings involved minority interests—were not defective under § 1.361 (c) of this chapter or inconsistent with other pending applications of the party within § 1.362 of this chapter, may, if they desire, continue to prosecute their applications by a request for waiver of either § 1.362 of this chapter or § 1.361 (c) of this chapter. It should be clearly understood that the waiver thus granted is a procedural one only, permitting the parties involved to continue in their hearings or other processing procedure; the holdings of such parties, whether minority or controlling, must conform to the maximum number established in the rules here adopted. It follows that a grant to such a party bringing its interests to six would be conditioned on divestment of some other interest.

[11] These petitions were filed by the National Broadcasting Company, Inc., American Broadcasting Company, Inc., and Allen B. DuMont Laboratories, Inc.

[11a] The opposing parties are Senator Edwin C. Johnson, Redwood Broadcasting Co., Fairmont Broadcasting Co., and New England Television Company.

[11b] See e. g., the petition of the newly formed Ultra High Frequency Television Association dated October 27, 1953.

the rules should permit the ownership of the same number of TV stations as AM since TV operations now need to be buttressed by the profits of the AM operation while the latter may need such service from the former in the future. But the period when television operations were largely supported by AM profits has passed, and television stations, by and large, are either now operating at a profit or can reasonably look forward to such operation in the future. As to the converse argument, it is believed that restrictions on multiple ownership should be related to the circumstances of the present and immediate future rather than to some remote or possible set of circumstances in the indefinite future. In the absence of circumstances which we do not now foresee, we believe that the policy of diversification requires the adoption of the 5 station limitation.[11e]

17. With respect to interests in FM broadcasts stations, the attached rules, unlike the proposal which specified a 6 station FM limitation, raise the limitation to seven—the AM figure. It is considered desirable to have the same limitation applicable to both aural services because of their inter-relationship and the present status of FM's growth.[11d]

18. The specific limitation on the holding of interests in excess of seven AM broadcast stations is a new provision of the Commission's rules on multiple ownership. Aside from the factors set out in the prior paragraph, the greater potential of FM as compared to AM for the accommodation of broadcast stations might have justified a more severe limitation in AM than the limitation imposed in FM. It was determined, however, to limit the holdings in AM stations of any one person to seven in order that present holdings of such stations be not unduly disrupted. The specific limitation of 7 stations contained in the attached rule is consistent with the historical development of AM broadcasting and the tremendous expansion that has been achieved almost entirely within the framework of that limitation: only a very few parties have holdings in excess of 7. As to these latter few, orders to show cause why they should not divest themselves of so much of their holdings as is necessary to bring about conformity with the subject rule, will be issued. Decision as to whether or not divestment will be required will be made on the basis of the arguments adduced and the factors involved in each case.

19. In view of the above considerations, we find that the public interest, convenience and necessity will be served by the adoption of the attached rules. Authority for their adoption is contained in sections 4 (i), 303 (r), 311, 313 and 314 of the Communications Act of 1934, as amended.

20. *Accordingly, it is ordered,* This 25th day of November 1953, that, effective 30 days after publication in the FEDERAL REGISTER, §§ 3.35, 3.240, and 3.636 of the Commission's rules and regulations are amended as set forth below

(Sec. 4, 48 Stat. 1066 as amended; 47 U. S. C. 154. Interpret or apply secs. 303, 311, 313, 314, 48 Stat. 1082, as amended, 1086, 1087; 47 U. S. C. 303, 311, 313, 314)

Released: November 27, 1953.

FEDERAL COMMUNICATIONS COMMISSION,[11e]
[SEAL] WM. P. MASSING,
Acting Secretary.

§ 3.35 *Multiple ownership.* No license for a standard broadcast station shall be granted to any party (including all parties under common control.[12]) if:

(a) Such party directly or indirectly owns, operates or controls another standard broadcast station, a substantial portion of whose primary service area would receive primary service from the station in question, except upon a showing that public interest, convenience and necessity will be served through such multiple ownership situation; or

(b) Such party, or any stockholder, officer or director of such party, directly or indirectly owns, operates, controls, or has any interest in, or is an officer or director of any other standard broadcast station if the grant of such license would result in a concentration of control of standard broadcasting in a manner inconsistent with public interest, convenience, or necessity. In determining whether there is such a concentration of control, consideration will be given to the facts of each case with particular reference to such factors as the size, extent and location of areas served, the number of people served, classes of station involved and the extent of other competitive service to the areas in question. The Commission, however, will in any event consider that there would be such a concentration of control contrary to the public interest, convenience or necessity for any party or any of its stockholders, officers or directors to have a direct or indirect interest in, or be stockholders, officers, or directors of, more than seven standard broadcast stations.[13]

§ 3.240 *Multiple ownership.* No license for an FM broadcast station shall be granted to any party (including all parties under common control [12]) if:

(a) Such party directly or indirectly owns, operates, or controls another FM broadcast station which serves substantially the same service area; or

(b) Such party, or any stockholder, officer or director of such party, directly or indirectly owns, operates, controls, or has any interest in, or is an officer or director of any other FM broadcast station if the grant of such license would result in a concentration of control of FM broadcasting in a manner inconsistent with public interest, convenience, or necessity. In determining whether there is such a concentration of control, consideration will be given to the facts of each case with particular reference to such factors as the size, extent and location of areas served, the number of people served, classes of stations involved, and the extent of other competitive service to the areas in question. The Commission, however, will in any event consider that there would be such a concentration of control contrary to the public interest, convenience or necessity for any party or any of its stockholders, officers or directors to have a direct or indirect interest in, or be stockholders, officers, or directors of, more than seven FM broadcast stations.[13a]

§ 3.636 *Multiple ownership.* (a) No license for a television broadcast station shall be granted to any party (including all parties under common control [9]) if:

(1) Such party directly or indirectly owns, operates, or controls another television broadcast station which serves substantially the same area; or

(2) Such party, or any stockholder, officer or director of such party, directly or indirectly owns, operates, controls, or has any interest in, or is an officer or director of any other television broadcast station if the grant of such license would result in a concentration of control of television broadcasting in a manner inconsistent with public interest, convenience, or necessity. In determining whether there is such a concentration of control, consideration will be given to the facts of each case with particular reference to such factors as the size, extent and location of areas served, the number of people served, and the extent of other competitive service to the areas in question. The Commission, however, will in any event consider that there would be such a concentration of control contrary to the public interest, convenience or necessity for any party or any of its stockholders, officers or directors to have a direct or indirect interest in, or be stockholders, officers, or

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[11a] The argument is also made that no cogent reasons exist for the disparity in TV and AM multiple ownership rules in view of the fact that the TV station potential is approximately equivalent to the AM station number. But there is a substantial disparity between the number of existing AM and TV stations. Further, as brought out in paragraph 18, the AM figure of 7 was selected because of the tremendous expansion which has been achieved within the framework of that limitation; a lower figure would result in either severe disruption or, in the event of "grandfathering", preferential treatment being accorded too many licensees. No such consideration pertains to the determination of the TV figure.

[11d] The most recent statistics available (January 1, 1953) show that of 600 FM broadcast stations, 538 are owned by AM licensees and for the most part, duplicate the AM programming.

[11e] Separate views of Commissioner Hennock filed as part of original document.

[12] The word "control" as used herein is not limited to majority stock ownership, but includes actual working control in whatever manner exercised.

[13] In applying the foregoing provisions to the stockholders of a corporation which has more than 50 voting stockholders, only those stockholders need be considered who are officers or directors or who directly or indirectly own 1 percent or more of the outstanding voting stock.

[12] The word "control" as used herein is not limited to majority stock ownership, but includes actual working control in whatever manner exercised.

[13a] In applying the foregoing provisions to the stockholders of a corporation which has more than 50 voting stockholders, only those stockholders need be considered who are officers or directors or who directly or indirectly own 1 percent or more of the outstanding voting stock.

directors of, more than five television broadcast stations.[9a]

[9] The word "control" as used herein is not limited to majority stock ownership, but includes actual working control in whatever manner exercised.

[9a] In applying the provisions of paragraph (a) of this section to the stockholders of a corporation which has more than 50 voting stockholders, only those stockholders need be considered who are officers or directors or who directly or indirectly own 1 percent or more of the outstanding voting stock.

(b) Paragraph (a) of this section is not applicable to non-commercial educational stations.

[F. R. Doc. 53-10130; Filed, Dec. 2, 1953; 8:57 a. m.]

TITLE 49—TRANSPORTATION

Chapter I—Interstate Commerce Commission

Subchapter B—Carriers by Motor Vehicle

[Ex Parte No. MC-43]

PART 207—LEASE AND INTERCHANGE OF VEHICLES

MOTOR CARRIERS; AUGMENTING EQUIPMENT

At a general session of the Interstate Commerce Commission, held at its office in Washington, D. C., on the 30th day of November A. D. 1953.

Upon consideration of the record in the above-entitled proceeding, and in order to afford more time for further study as to the necessity for the provisions hereinafter described of the rules prescribed by the order entered in this proceeding May 8, 1951, as heretofore modified, and good cause appearing;

It is ordered, That the order entered in this proceeding May 8, 1951, as heretofore modified, be, and it is hereby, further modified so as to make effective March 1, 1955, instead of March 1, 1954, the provision of § 207.4 (a) (3) which requires that any contract, lease, or other arrangement for the use of equipment shall specify a period "which shall not be less than 30 days".

And it is further ordered, That the following proviso of § 207.4 (a) (5) of the said order of May 8, 1951, shall become effective March 1, 1955, instead of March 1, 1954: *"Provided, however*, That such compensation shall not be computed on the basis of any division or percentage of any applicable rate or rates on any commodity or commodities transported in said vehicle or on a division or percentage of any revenue earned by said vehicle during the period for which the lease is effective."

Notice of this order shall be given to the general public by depositing a copy thereof in the office of the Secretary of the Commission at Washington, D. C., and by filing a copy with the Director, Division of the Federal Register.

(49 Stat. 546, as amended; 49 U. S. C. 304)

By the Commission.

[SEAL] GEORGE W. LAIRD, *Secretary*.

[F. R. Doc. 53-10116; Filed, Dec. 2, 1953; 8:53 a. m.]

[Ex Parte No. MC-43]

PART 207—LEASE AND INTERCHANGE OF VEHICLES

MOTOR CARRIERS; AUGMENTING EQUIPMENT

At a general session of the Interstate Commerce Commission, held at its office in Washington, D. C., on the 30th day of November A. D. 1953.

Upon consideration of the record in the above-entitled proceeding; it appearing desirable to clarify § 207.4 (a) (3) (i) and (ii) of the rules and regulations prescribed by the order of May 8, 1951, in the said proceeding, as heretofore modified;

It is ordered, That subdivision (ii) of § 207.4 (a) (3) be, and the same is hereby canceled.

It is further ordered, That subdivision (i) of § 207.4 (a) (3) be amended to read as follows:

(i) That equipment specified in section 203 (b) (4a), (5) and (6) of the act (49 U. S. C. 303 (b) (4a), (5) and (6)), may be utilized by authorized carriers under contracts, leases or other arrangements applying for any period, upon completion of a movement in which such equipment is exempt from regulation by the Commission except as to qualifications and maximum hours of service of employees and safety of operations and standards of equipment, and is next being utilized by the authorized carrier in a loaded movement in any direction or in one of a series of loaded movements over reasonably direct routes in the direction of the general area in which the exempt movement originated, or in the direction of the area in which the equipment is based; provided the authorized carrier receives, prior to the execution of the lease, a statement signed by the owner of the equipment, or some one duly authorized to sign for the owner authorizing the driver to lease the equipment for the return movement or movements, and a statement signed by the driver specifying the origin, destination, and the time of the beginning and ending of the last exempt movement.

And it is further ordered, That this order shall be effective as of the date hereof.

Notice of this order shall be given to the general public by depositing a copy thereof in the office of the Secretary of the Commission at Washington, D. C., and by filing a copy with the Director, Division of the Federal Register.

(49 Stat. 546, as amended; 49 U. S. C. 304)

By the Commission.

[SEAL] GEORGE W. LAIRD, *Secretary*.

[F. R. Doc. 53-10117; Filed, Dec. 2, 1953; 8:53 a. m.]

PROPOSED RULE MAKING

FEDERAL COMMUNICATIONS COMMISSION

[47 CFR Part 2]

[Docket No. 10200]

TABLE OF FREQUENCY ALLOCATIONS

ORDER SCHEDULING HEARING

In the matter of amendment of § 2.104 (a) (1) (iv) of Part 2 of the Commission's rules and regulations to delete certain uses by the domestic fixed service of frequencies below 25 Mc for purposes other than the safety of life and property; Docket No. 10200.

At a meeting of the Federal Communications Commission held at its offices in Washington, D. C., on the 25th day of November 1953;

The Commission having under consideration additional comments filed on February 16, 1953, in the above-entitled proceeding by the State of California, requesting the Commission to take no further action in this matter until the State of California can make a determination as to the feasibility of substituting microwave frequencies for those presently utilized by the Federal-State Market News Service, and a letter dated May 25, 1953 from the State of California stating that the Legislature of the State of California has adopted Senate Concurrent Resolution No. 16 which authorizes and directs a complete survey of the feasibility of utilization of a microwave system, a wire line system and other alternative forms of communication systems for state agencies and that the Division of Communications of the State Department of Finance will promptly undertake such a survey;

It appearing, that concurrently with the above additional comments, the State of California filed a petition requesting the amendment of rules and regulations governing the Public Safety Radio Service and the Industrial Radio Service, as well as requesting the amendment of Part 2, Frequency Allocations and Radio Treaty Matters; General Rules and Regulations; and

It further appearing, that this petition requires the further study by the Commission, of the effect such amendments may have upon the existing frequency allocations and present use of frequencies above 25 Mc; and

It further appearing, that the above petition involves serious problems in addition to those set forth in Docket 10200, with respect to the utilization of frequencies above 25 Mc; and

It further appearing, that the request of the State of California that the Commission withhold action in Docket 10200 would apparently require considerable delay in resolving the problems involved in this proceeding and which were fully set forth in the Commission's further notice of proposed rule making; and

It further appearing, that the Commission cannot find that such delay would be in the public interest; and

It further appearing, that the State of California has requested a hearing and oral argument with respect to the deletion of frequencies below 25 Mc, now utilized by stations of the Federal State Market News Service, provided the Commission cannot grant the relief requested in the petition and in Docket 10200 comments;

It is ordered, That on February 23, 1954, the Commission will hold a hearing on its notice of proposed rule making in Docket 10200 adopted May 21, 1952, and its further notice of proposed rule making adopted September 17, 1952. The issue to be considered at this hearing will be limited to whether § 2.104 (a) (1) (iv) of the Commission's rules should be amended so as to delete authority for certain uses by the Domestic Fixed Service of frequencies below 25 Mc. for purposes other than the safety of life and property; and

It is further ordered, That parties desiring to participate in the hearing should file a statement with the Commission on or before January 22, 1954, setting forth a list of their witnesses who will testify at the hearing together with the subjects with respect to which testimony will be adduced and evidence offered.

Released: November 30, 1953.

FEDERAL COMMUNICATIONS COMMISSION,
[SEAL] WM. P. MASSING,
Acting Secretary.

[F. R. Doc. 53-10119; Filed, Dec. 2, 1953; 8:54 a. m.]

[47 CFR Part 3]

[Docket No. 10782]

STANDARD BROADCAST STATIONS

FREQUENCY ALLOCATIONS; CLEAR CHANNELS: CLASS I AND II STATIONS

In the matter of amendment to § 3.25 (b) of the Commission rules and regulations (Radio Broadcasting Service) to permit the inclusion of the frequency of 1540 kilocycles as a Class I-B channel in the United States; Docket No. 10782.

1. Notice is hereby given of proposed rule making in the above-entitled matter.

2. It is proposed to amend § 3.25 (b) of Subpart A, Part 3, of the Commission's rules, to read as follows:

(b) To each of the channels below there may be assigned Class I and Class II stations: 680, 710, 810, 850, 940, 1000, 1030, 1060, 1070, 1080, 1090, 1110, 1130, 1140, 1170, 1190, 1500, 1510, 1520, 1530, 1540 [2a], 1550, and 1560 kilocycles.

[2a] Class I and II stations on this frequency shall protect a Class I assignment in the Bahama Islands in accordance with paragraph (e) of this section.

3. The purpose of this amendment is to provide for the establishment of a Class I-B station in the United States on 1540 kc. in Waterloo, Iowa as provided for by the terms of the 1950 NARBA.

4. Authority for the adoption of the proposed amendment is contained in sections 4 (i), 301, 303 (a), (b), (c), (d), (f), (h), and (r), and 307 (b) of the Communications Act of 1934, as amended.

5. Any interested party who is of the opinion that the proposed amendment should not be adopted or should not be adopted in the form set forth herein may file with the Commission on or before December 31, 1953 a written statement or brief setting forth his comments. Comments in support of the proposed amendment also may be filed on or before the same date. Comments or briefs in reply to the original comments may be filed within 10 days from the last day for filing said original comments or briefs. The Commission will consider all such comments that are submitted before taking action in this matter, and if any comments appear to warrant the holding of a hearing or oral argument, notice of the time and place of such hearing or oral argument will be given.

6. In accordance with the provisions of § 1.764 of the Commission's rules and regulations, an original and 14 copies of all statements, briefs, or comments shall be furnished the Commission.

Adopted: November 25, 1953.

Released: November 30, 1953.

FEDERAL COMMUNICATIONS COMMISSION,
[SEAL] WM. R. MASSING,
Acting Secretary.

[F. R. Doc. 53-10121; Filed, Dec. 2, 1953; 8:55 a. m.]

[47 CFR Part 3]

[Docket No. 10783]

TELEVISION BROADCAST STATIONS

TABLE OF ASSIGNMENTS

1. Notice is hereby given that the Commission has received a proposal for rule making in the above-entitled matter.

2. The Commission has before it for consideration a petition filed on October 27, 1953, by the Tennessee Educational Television Commission, and now made part of this docket, requesting an amendment of § 3.606, *Table of assignments*, rules governing Television Broadcast Stations, so as to assign Channel 11 to Lexington, Tennessee, Channel 7—to Rock Island, Tennessee, and Channel 2—to Sneedville, Tennessee [1] and to reserve those assignments for noncommercial educational use. The following change with respect to the offset carrier requirement only would be required as a result of the assignment of Channel 11 to Lexington, Tennessee:

City	Channel No.	
	Present	Proposed
Meridian, Miss.	11	−11

3. In support of the requested amendment, petitioner urges that there are presently assigned 4 television channels in the State of Tennessee which are reserved for educational use; that these assignments would not provide for complete coverage of the state; that the addition of the three assignments as requested would provide almost complete coverage of the state; and that these assignments conform to all the requirements of the Commission's rules and may be made without any other changes in the table.

4. Authority for the adoption of the proposed amendments is contained in sections 4 (i), 301, 303 (c), (d), (f), and (r), and 307 (b) of the Communications Act of 1934, as amended.

5. Any interested party who is of the opinion that the amendment proposed by petitioners should not be adopted or should not be adopted in the form set forth herein may file with the Commission on or before December 31, 1953, a written statement or brief setting forth his comments. Comments in support of the proposed amendment may also be filed on or before the same date. Comments or briefs in reply to the original comments may be filed within 10 days from the last day for filing said original comments or briefs. The Commission will consider all such comments that are submitted before taking action in this matter, and if any comments appear to warrant the holding of a hearing or oral argument, notice of the time and place of such hearing or oral argument will be given.

6. In accordance with the provisions of § 1.764 of the Commission's rules and regulations, an original and 14 copies of all statements, briefs, or comments shall be furnished the Commission.

Adopted: November 25, 1953.

Released: November 30, 1953.

FEDERAL COMMUNICATIONS COMMISSION,
[SEAL] WM. P. MASSING,
Acting Secretary.

[F. R. Doc. 53-10122; Filed, Dec. 2, 1953; 8:55 a. m.]

[1] The assignment of Channel 2 to Sneedville would conflict with the assignment of this channel to Montgomery, West Virginia, as proposed in a petition filed on October 16, 1953, by Fayette Associates, Inc., and Chemical City Broadcasting Company in that the separation between these communities is approximately 155 miles whereas the required separation is 170 miles.

[47 CFR Part 18]

[Docket No. 10778]

INDUSTRIAL, SCIENTIFIC AND MEDICAL SERVICES

USE OF SHORT-WAVE EPILATION EQUIPMENT

1. Notice is hereby given of proposed rule making in the above-entitled matter.

2. Short-wave epilation (hair removing) equipment has been classified by the Commission as miscellaneous equipment as defined in Part 18 of the Commission's rules regulating the use of Industrial, Scientific and Medical Equipment. The provisions of Part 18 dealing with miscellaneous equipment have been in effect since April 30, 1948, except that those provisions did not become applicable until April 30, 1953, to miscellaneous equipment manufactured and assembled prior to April 30, 1948.

3. The Commission has received a petition, filed jointly by Lionel Shuman and The Electrolysis Society of America, Inc., requesting that § 18.51 be amended to provide that Part 18 would not be applicable until December 31, 1957, to epilating equipment manufactured before December 31, 1953. This petition alleges that electrologists were not aware that their equipment was subject to the provisions of Part 18 and they therefore have been buying, until very recently, equipment that did not meet the standards prescribed by Part 18.

4. The Commission believes that the meaning of Part 18 of its rules has been clear since the date that the rules were originally adopted. Moreover, a number of epilation machines have been type approved by the Commission and made available to the public. However, the Commission is aware that there has been some confusing and misleading advertising in the Trade Press with respect to the applicability of Part 18 to epilation equipment, with the result that there has been widespread misunderstanding on the part of users of this type of equipment. Therefore, the Commission now proposes to amend § 18.51 of its rules so as to defer the applicability of Part 18 to short-wave epilation equipment until June 30, 1954, with respect to all short-wave epilation equipment manufactured before December 31, 1950, and until December 31, 1955, for such equipment manufactured between December 31, 1950, and June 30, 1953. By extending the applicability date until June 30, 1954, for machines made prior to December 31, 1950, the owners of such equipment will have been able to use it for a minimum of 3½ years, and it is believed that the June 30, 1954, date will provide a reasonable amount of time within which to replace such equipment. An additional 18 months is being given persons who purchased their equipment subsequent to December 31, 1950, to provide them with a reasonable amortization period. The June 30, 1953, date has been chosen because of the fact that on June 18, 1953, the Commission released its order denying the petition of Wappler, Inc., which sought to have epilation equipment classified as surgical diathermy apparatus which is exempt from the provisions of Part 18 of the rules, and if any doubts previously existed as to the status of epilation equipment under Part 18, they ceased to exist after that decision of the Commission was publicized. All persons are warned that the continued use of non-complying epilation equipment manufactured subsequent to June 30, 1953, without a license is contrary to law. Moreover, the relief which the Commission proposes to grant to the users of epilation equipment will be applicable only if such steps as may be necessary are promptly take to eliminate interference to authorized radio services resulting from the operation of epilation equipment.

5. The proposed amendment is issued under the authority of sections 4 (i), 301 and 303 (r) of the Communications Act of 1934, as amended.

6. Any interested person who is of the opinion that the proposed amendments should not be adopted or should not be adopted in the form proposed may file with the Commission on or before December 31, 1953, a written statement or brief setting forth his comments. Persons desiring to support the amendments may also file comments by the same date. Replies to comments may be filed within 10 days from the last day for filing original comments. The Commission will consider all comments and briefs presented before taking final action with respect to the proposed amendments.

7. In accordance with the provisions of § 1.764 of the Commission's rules and regulations, an original and 14 copies of the statements or comments shall be furnished to the Commission.

Adopted: November 25, 1953.

Released: November 30, 1953.

FEDERAL COMMUNICATIONS COMMISSION,
[SEAL] WM. P. MASSING,
Acting Secretary.

[F. R. Doc. 53-10120; Filed, Dec. 2, 1953; 8:54 a. m.]

INTERSTATE COMMERCE COMMISSION

[49 CFR Part 207]

[Ex Parte No. MG-43]

LEASE AND INTERCHANGE OF VEHICLES

MOTOR CARRIERS; AUGMENTING EQUIPMENT

At a general session of the Interstate Commerce Commission, held at its office in Washington, D. C., on the 30th day of November A. D. 1953.

Upon consideration of the record in the above-entitled proceeding, and good cause appearing;

It is ordered, That this proceeding be, and it is hereby, reopened for further hearing at a time and place or places to be hereafter fixed, solely with respect to the following matters:

1. Those provisions of § 207.4 (a) (3) of the rules and regulations prescribed herein by order entered May 8, 1951, as heretofore modified, which require that any contract, lease or other arrangement for the use of equipment shall specify a period "which shall be not less than 30 days".

2. The following proviso of § 207.4 (a) (5) of said rules and regulations: "*Provided, however,* That such compensation shall not be computed on the basis of any division or percentage of any applicable rate or rates on any commodity or commodities transported in said vehicle or on a division or percentage of any revenue earned by said vehicle during the period for which the lease is effective."

Notice of this order shall be given to the general public by depositing a copy thereof in the office of the Secretary of the Commission at Washington, D. C., and by filing a copy with the Director, Division of the Federal Register.

(49 Stat. 546, as amended; 49 U. S. C. 304)

By the Commission.

[SEAL] GEORGE W. LAIRD,
Secretary.

[F. R. Doc. 53-10115; Filed, Dec. 2, 1953; 8:53 a. m.]

NOTICES

DEPARTMENT OF THE INTERIOR

Bureau of Land Management

ALASKA

SHORESPACE RESTORATION ORDER NO. 506 AND SMALL TRACT CLASSIFICATION NO. 76

NOVEMBER 13, 1953.

1. By virtue of the authority contained in the act of June 5, 1920 (41 Stat. 1059; 48 U. S. C. 372), and pursuant to Delegation of Authority contained in sections 2.21 and 2.22 (a) (3) of Order No. 1, Bureau of Land Management, Region VII, approved by the Acting Secretary of the Interior on August 20, 1951 (16 F. R. 8625), it is ordered as follows:

Subject to valid existing rights, the 80-rod shorespace reserve which is now or may hereafter be created under the act of May 14, 1898 (30 Stat. 409; 48 U. S. C. 371), as amended, is hereby revoked as to the public lands hereinafter described, which are situated in the Anchorage, Alaska Land District and which are hereby classified as chiefly valuable for lease and sale under the Small Tract Act of June 1, 1938 (52 Stat. 609; 43 U. S. C. 682a), as amended:

KODIAK AREA

FOR LEASE AND SALE

1. For business sites:

U. S. Survey 3098:
Lots 1, 2, 3, 13, 14 and 15.

Comprising 6 tracts aggregating approximately 6.01 acres.

2. For home sites:
U. S. Survey 3098:
Lots 4–9, inclusive;
Lots 11 and 12;
Lots 16–22, inclusive;
Lots 26–29; inclusive.
U. S. Survey 3099:
Lots 1–28, inclusive.
U. S. Survey 3100:
Lots 1–12, inclusive;
Lots 14–20, inclusive.
U. S. Survey 3101:
Lots 1–24, inclusive.
U. S. Survey 3103:
All.
U. S. Survey 3104:
All.

Comprising 122 tracts aggregating approximately 170.76 acres.

2. These lands have been reserved for various purposes for several years and were restored subject to Small Tract Classification on October 6, 1953. The tracts are grouped in six U. S. Surveys and are located approximately one to two miles northeast of the City of Kodiak. Of the 128 lots opened to lease and sale, 25 border Mill Bay Road and 71 lie along Mission Road Extension. None of the 32 lots on Melnitsa (Island) Lake are now accessible by road. The six lots nearest to Kodiak on Mill Bay Road have been classified as business sites while all of the remaining tracts in the six surveys are listed as home sites. The terrain varies widely from well-drained, exceptionally good building sites to low, swampy areas of little value. Most of the tracts have an added advantage of either a fine view of St. Paul Harbor or a lake-shore location. For the most part, their vegetative cover consists of a fine stand of Sitka spruce. The climate here is typical of Kodiak Island and much of the Aleutian Chain. It has cool summers, mild winters, and a very high annual precipitation. Sewage disposal on these tracts can be accomplished through the use of cesspools and septic tanks. Water for domestic use may be obtained from either hand-dug or drilled wells. Churches, schools, commercial establishments, and other community facilities are available in the City of Kodiak.

3. This classification order shall not otherwise become effective to change the status of any lands described herein or to permit the leasing of any such lands under the Small Tract Act of June 1, 1938, cited above, until 10:00 a. m. on December 10, 1953. At that time the lands described below shall, subject to valid existing rights and the provisions of existing withdrawals, become subject to application, petition, location and selection, as follows:

(a) *Ninety-one day period for preference right filings.* For a period of 91 days from 10:00 a. m. on December 10, 1953, to close of business on March 10, 1954 inclusive, preference will be given, as set forth above, to:

(1) Applications under the Small Tract Act of June 1, 1938, (52 Stat. 609; 43 U. S. C. 682a) as amended, by qualified veterans of World War II and other qualified persons entitled to preference under the act of September 27, 1944 (58 Stat. 747; 43 U. S. C. 279–284), as amended, subject to the requirements of applicable law, and

(2) Applications under any applicable public land law, based on prior existing valid settlement rights and preference rights conferred by existing laws or equitable claims subject to allowance and confirmation. Application by veterans and other qualified persons under subdivision (1) of this paragraph shall be subject to applications and claims of the classes described in subdivision (2) of this paragraph.

(b) *Advance period for simultaneous preference right filings.* All applications filed by such veterans and other qualified persons, or by persons claiming preference rights superior to those of such veterans filed under the preceding paragraph (a) on November 19, 1953 or thereafter, up to and including 10:00 a. m. on December 10, 1953, shall be treated as simultaneously filed. All applications filed under the preceding paragraph (a) after 10:00 a. m. on December 10, 1953, shall be considered in the order of filing.

(c) *Date for non-preference right filings.* Commencing at 10:00 a. m. on March 11, 1954, any lands remaining unappropriated shall become subject to application under the Small Tract Act by the public generally.

(d) *Advance period for simultaneous non-preference right filings.* Applications under the Small Tract Act by the general public filed on February 18, 1954, or thereafter, up to and including 10:00 a. m. on March 11, 1954, shall be treated as simultaneously filed. All applications filed thereafter shall be considered in the order of filing.

4. A veteran shall accompany his application with a complete photostatic, or other copy, (both sides) of his certificate of honorable discharge, or of an official document of his branch of the service which shows clearly his honorable discharge as defined in § 181.36 of Title 43 of the Code of Federal Regulations, or which constitutes evidence of other facts upon which the claim for preference is based and which shows clearly the period of service. Other persons claiming credit for service of veterans must furnish like proof in support of their claim. Persons asserting preference rights, through settlement or otherwise, and those having equitable claims, shall accompany their applications by duly corroborated statements in support thereof, setting forth in detail all facts relevant to their claims.

5. All applications for these lands, which shall be filed in the Land Office at Anchorage, Alaska, shall be made on Form 4–776 and shall be acted upon in accordance with the regulations contained in § 295.8 of Title 43 of the Code of Federal Regulations to the extent that such regulations are applicable. Applications under the Small Tract Act of June 1, 1938, shall be governed by the regulations contained in Part 257 of Title 43 of the Code of Federal Regulations.

6. Lessees under the Small Tract Act of June 1, 1938, will be required, within a reasonable time after execution of the lease, to construct upon the leased land, to the satisfaction of the appropriate officer of the Bureau of Land Management authorized to sign the lease, improvements which, under the circumstances, are substantial, and are appropriate for the use for which the lease is issued. Leases will be issued for a period of two years, at an annual rental of $5 for homesites, payable in advance for the entire lease period. Applications for extension for an additional period of one year shall be considered in appropriate cases. The rental for business sites will be in accordance with a schedule of graduated charges based on gross income, with a minimum charge of $20 payable yearly in advance, the remainder, if any, to be paid within 30 days after each yearly anniversary of the lease. Every lease for land classified for lease and sale will contain an option to purchase clause and every such lessee may file an application to purchase at the sale price as provided in the lease.

7. All of the land will be leased in tracts varying in size from approximately 0.17 acre to approximately 2.22 acres, in accordance with the classification maps on file in the Land Office, Anchorage, Alaska. These tracts are appraised at prices ranging from $50 to $500.

8. Lessees must locate any wells or sewage disposal facilities in accordance with the laws and regulations of the Territory of Alaska.

9. The leases will be made subject to rights-of-way for road purposes and public utilities, as specified in the Classification and Appraisal Report on file in the Land Office, Anchorage, Alaska. Such rights-of-way may be utilized by the Federal Government, State, Territory, County, or Municipality, or by any agency thereof. In the discretion of the authorized officer of the Bureau of Land Management, these rights-of-way may be definitely located prior to the issuance of the patent. If not so located, they may be subject to location after patent is issued.

FRED J. WEILER,
Chief,
Division of Land Planning.

[F. R. Doc. 53–10094; Filed, Dec. 2, 1953; 8:47 a. m.]

DEPARTMENT OF THE TREASURY

Office of the Secretary

[Treasury Department Order 150–33]

COMMISSIONER OF INTERNAL REVENUE

DELEGATION OF AUTHORITY TO ABATE JEOPARDY ASSESSMENTS WHEN JEOPARDY DOES NOT EXIST

By virtue of the authority vested in me as Secretary of the Treasury, it is hereby ordered:

1. The Commissioner of Internal Revenue is authorized to perform the functions vested in the Secretary of the Treasury by Public Law 274 (83d Cong.), approved August 14, 1953, to abate jeopardy assessments if he finds that jeopardy does not exist.

2. The functions herein transferred may be delegated by the Commissioner to such officers or employees in the In-

ternal Revenue Service in such manner as he shall from time to time direct.

Dated: November 27, 1953.

[SEAL] M. B. FOLSOM,
Acting Secretary of the Treasury.

[F. R. Doc. 53-10064; Filed, Dec. 2, 1953; 8:46 a. m.]

[Treasury Department Order 177-2]

FISCAL ASSISTANT SECRETARY

DESIGNEE OF SECRETARY OF THE TREASURY UNDER THE REFUGEE RELIEF ACT OF 1953

By virtue of the authority vested in me by Reorganization Plan No. 26 of 1950, the Fiscal Assistant Secretary shall be my designee under the provisions of the regulations in Part 290 of Title 31, Code of Federal Regulations (31 CFR Part 290)[1], relating to the making of loans to public or private agencies of the United States for the purpose of financing the transportation from ports of entry within the United States to the places of their resettlement of persons receiving immigrant visas under the Refugee Relief Act of 1953, approved September 16, 1953.

Dated: December 1, 1953.

[SEAL] M. B. FOLSOM,
Acting Secretary of the Treasury.

[F. R. Doc. 53-10163; Filed, Dec. 2, 1953; 8:52 a. m.]

DEPARTMENT OF LABOR

Wage and Hour Division

LEARNER EMPLOYMENT CERTIFICATES

ISSUANCE TO VARIOUS INDUSTRIES

Notice is hereby given that pursuant to section 14 of the Fair Labor Standards Act of 1938, as amended (52 Stat. 1068, as amended; 29 U. S. C. and Sup. 214), and Part 522 of the regulations issued thereunder (29 CFR Part 522), special certificates authorizing the employment of learners at hourly wage rates lower than the minimum wage rates applicable under section 6 of the act have been issued to the firms listed below. The employment of learners under these certificates is limited to the terms and conditions therein contained and is subject to the provisions of Part 522. The effective and expiration dates, occupations, wage rates, number or proportion of learners, and learning period for certificates issued under the general learner regulations (§§ 522.1 to 522.14) are as indicated below; conditions provided in certificates issued under special industry regulations are as established in these regulations.

Single Pants, Shirts and Allied Garments, Women's Apparel, Sportswear and Other Odd Outerwear, Rainwear, Robes and Leather and Sheep-Lined Garments Divisions of the Apparel Industry Learner Regulations (29 CFR 522.160 to 522.168, as amended June 2, 1952, 17 F. R. 3818).

Bee & Gee Pants Co., 104-106 River Street, Olyphant, Pa., effective 12-15-53 to 12-14-54; 10 percent of the total number of factory production workers for normal labor turnover purposes (men's & boys' trousers).

Bellgrade Manufacturing Co., Winder, Ga., effective 11-18-53 to 11-17-54; 10 percent of the total number of factory production workers for normal labor turnover purposes (work trousers).

Belton Shirt Co., Belton, S. C., effective 12-1-53 to 11-30-54; 10 percent of the total number of factory production workers for normal labor turnover purposes (sport shirts).

Benjamin & Johnes, Inc., 413 South Clinton Avenue, Dunn, N. C., effective 11-19-53 to 5-18-54; 20 learners for expansion purposes (foundation garments).

B. Bennett Co., Inc., 123 Magazine Street, New Orleans, La., effective 11-19-53 to 11-18-54; 10 percent of the total number of factory production workers for normal labor turnover purposes (pants and shirts).

Blue Buckle Overall Co., Fourteenth and Kemper Streets, Lynchburg, Va., effective 12-4-53 to 12-3-54; 10 percent of the total number of factory production workers for normal labor turnover purposes (work clothing).

Cowden Manufacturing Co., 112 Hamilton Avenue, Lancaster, Ky., effective 11-28-53 to 11-27-54; 10 percent of the total number of factory production workers for normal labor turnover purposes (denim overalls and overall jackets).

Day's Tailor-D Clothing, Inc., Twenty-ninth and Pacific, Tacoma, Wash., effective 11-26-53 to 11-25-54; 10 percent of the total number of factory production workers for normal labor turnover purposes (men's trousers).

Day's Tailor-D Clothing, Inc., Twenty-ninth and Pacific, Tacoma, Wash., effective 11-26-53 to 5-25-54; 50 learners for expansion purposes (men's trousers).

Delta Manufacturing Co., Wichita Falls, Tex., effective 11-23-53 to 11-22-54; 10 percent of the total number of factory production workers for normal labor turnover purposes (work clothing).

Eagle Bros., Mahanoy City, Pa., effective 11-23-53 to 11-22-54; 10 percent of the total number of factory production workers for normal labor turnover purposes (dress and sport shirts).

Fairmont Manufacturing Co., Inc., Mitchell Building, Fairmont, N. C., effective 11-19-53 to 5-18-54; 35 learners for expansion purposes (ladies' nightwear).

Grafton Manufacturing Co., Route 4, Riverside Drive, Grafton, W. Va., effective 11-20-53 to 4-8-54; 50 learners for expansion purposes (replacement certificate) (ladies' cotton shirts).

Hebson Garment Co., Inc., 25 East G Street, Anniston, Ala., effective 11-23-53 to 11-22-54; 5 learners for normal labor turnover purposes (pajamas and nightgowns).

Industrial Garment Manufacturing Co., Erwin, Tenn., effective 12-1-53 to 11-30-54; 10 percent of the total number of factory production workers for normal labor turnover purposes (work shirts and work pants).

The H. D. Lee Co., Inc., 409 East Madison, South Bend, Ind., effective 11-28-53 to 11-27-54; 10 percent of the total number of factory production workers for normal labor turnover purposes (work clothing).

R. Lowenbaum Manufacturing Co., 100 South Minnesota Street, Cape Girardeau, Mo., effective 12-5-53 to 12-4-54; 10 percent of the total number of factory production workers for normal labor turnover purposes (junior dresses).

Oberman Manufacturing Co., Fayetteville, Ark., effective 11-30-53 to 11-29-54; 10 percent of the total number of factory production workers for normal labor turnover purposes (pants and shirts).

Palm Beach Co., Roanoke, Ala., effective 11-19-53 to 11-18-54; 7 percent of the total number of factory production workers for normal labor turnover purposes. Machine operators (except cutting), pressers, hand sewers; each 480 hours at least 65 cents an hour for the first 240 hours and not less than 70 cents an hour for the remaining 240 hours (pants and washable suits).

Pittston Apparel Co., Inc., E and Tompkins Streets, Pittston, Pa., effective 11-20-53 to 11-19-54; 10 percent of the total number of factory production workers for normal labor turnover purposes (brassieres).

Reliance Manufacturing Co., Magnolia Factory, Laurel, Miss., effective 12-1-53 to 11-30-54; 10 percent of the total number of factory production workers for normal labor turnover purposes (sport shirts).

Richmond Shirt Co., Inc., 816 Bridge Street, Richmond, Vt., effective 11-23-53 to 11-22-54; 5 learners for normal labor turnover purposes (children's shirts and blouses).

Selinsgrove Dress Co., 113 North High Street, Selinsgrove, Pa., effective 11-20-53 to 11-19-54; 10 learners for normal labor turnover purposes (ladies' wash frocks).

Woods Manufacturing Co., 202 Garrison Avenue, Fort Smith, Ark., effective 11-23-53 to 11-22-54; 10 learners for normal labor turnover purposes (men's and boys' trousers).

York Manufacturing Co., York, Ala., effective 11-17-53 to 11-16-54; 10 learners for normal labor turnover purposes (children's play clothing).

Cigar Industry Learner Regulations (29 CFR 522.201 to 522.211, as amended October 27, 1952, 17 F. R. 8633).

The S. Frieder & Sons Co., Greensboro, Fla., effective 11-20-53 to 5-19-54; 25 learners for expansion purposes. Cigar machine operating, 320 hours, machine stripping, 160 hours, packing (cigars retailing for 6 cents or less), 160 hours; each 65 cents an hour.

General Cigar Co., Inc., 1301-11 Seventh Avenue, Huntington, W. Va., effective 11-20-53 to 11-19-54; 10 percent of the total number of factory production workers engaged in each occupation listed below. Cigar machine operator, 320 hours, packer (cigars retailing for more than 6 cents each), 320 hours, hand stripper, 160 hours, machine stripper, 160 hours; each 65 cents an hour.

Glove Industry Learner Regulations (29 CFR 522.220 to 522.231, as amended July 13, 1953, 18 F. R. 3292).

The Boss Manufacturing Co., Gregory and Harrington Streets, Cisco, Tex., effective 10-24-53 to 10-23-54; 10 learners for normal labor turnover purposes (work gloves).

The Boss Manufacturing Co., 105 Elm Street, Chillicothe, Mo., effective 11-24-53 to 11-23-54; 10 percent of the total number of machine stitchers for normal labor turnover purposes (work gloves).

The Boss Manufacturing Co., 124 West Williams Street, Breckenridge, Tex., effective 11-19-53 to 11-18-54; 10 learners for normal labor turnover purposes (work gloves).

Wells Lamont Corp., 217 East Main Street, Beardstown, Ill., effective 11-24-53 to 11-23-54; 10 learners for normal labor turnover purposes (work gloves).

Knitted Wear Industry Learner Regulations (29 CFR 522.68 to 522.79, as amended January 21, 1952, 16 F. R. 12866).

Abingdon Manufacturing Corp., Abingdon, Va., effective 11-20-53 to 11-19-54; 5 percent of the total number of factory production workers engaged in the manufacture of men's woven shorts for normal labor turnover purposes (men's woven shorts).

Norwich Knitting Co., Clayton, N. C., effective 11-24-53 to 11-23-54; 5 percent of the total number of factory production workers for normal labor turnover purposes (knitted underwear and outerwear).

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[1] See Title 31, Chapter II, Part 290, *supra*.

Regulations Applicable to the Employment of Learners (29 CFR 522.1 to 522.14).

Carolyn Chenilles, Inc., Sweetwater, Tenn., effective 11-19-53 to 5-18-54; 10 percent of the total number of factory production workers for normal labor turnover purposes. Chenille machine operators, 320 hours at least 65 cents an hour for the first 160 hours and not less than 70 cents an hour for the remaining 160 hours (chenille bedspreads).

Glen L. Evans, Inc., 306 Paynter Avenue, Caldwell, Idaho, effective 11-19-53 to 5-18-54; 10 percent of the total number of factory production workers for normal labor turnover purposes. Fly tyers, 320 hours at least 65 cents an hour for the first 160 hours and not less than 70 cents an hour for the remaining 160 hours (fishing tackle).

Each certificate has been issued upon the employer's representation that employment of learners at subminimum rates is necessary in order to prevent curtailment of opportunities for employment, and that experienced workers for the learner occupations are not available. The certificates may be cancelled in the manner provided in the regulations and as indicated in the certificates. Any person aggrieved by the issuance of any of these certificates may seek a review or reconsideration thereof within fifteen days after publication of this notice in the FEDERAL REGISTER, pursuant to the provisions of Part 522.

Signed at Washington, D. C. this 23d day of November 1953.

MILTON BROOKE,
Authorized Representative of the Administrator.

[F. R. Doc. 53-10096; Filed, Dec. 2, 1953; 8:47 a. m.]

FEDERAL COMMUNICATIONS COMMISSION

[Docket Nos. 8873, 10766]

RADIO DIABLO, INC., AND KXOB, INC.

ORDER DESIGNATING APPLICATIONS FOR CONSOLIDATED HEARINGS ON STATED ISSUES

In re applications of Radio Diablo, Inc., Stockton, California, Docket No. 8873, File No. BPCT-368; KXOB, Inc., Stockton, California, Docket No. 10766, File No. BPCT-1091; for construction permits for new television stations.

At a session of the Federal Communications Commission held at its offices in Washington, D. C., on the 25th day of November 1953;

The Commission having under consideration the above-entitled applications, each requesting a construction permit for a new television broadcast station to operate on Channel 13 in Stockton, California; and

It appearing that the above-entitled applications are mutually exclusive in that operation by more than one applicant would result in mutually destructive interference; and

It further appearing, that pursuant to section 309 (b) of the Communications Act of 1934, as amended, the above-named applicants were advised by letters of the fact that their applications were mutually exclusive, of the necessity for a hearing and of all objections to their applications; and were given an opportunity to reply; and

It further appearing that upon due consideration of the above-entitled applications, the amendments filed thereto, and the replies to the above letters, the Commission finds that under section 309 (b) of the Communications Act of 1934, as amended, a hearing is mandatory; that Radio Diablo, Inc., is legally, financially and technically qualified to construct, own and operate a television broadcast station; and that KXOB, Inc., is legally and technically qualified to construct, own and operate a television broadcast station;

It further appearing that Radio Diablo, Inc., filed a letter on November 24, 1953, stating, inter alia: that the Commission, on September 21, 1953, sent pre-hearing letters to each of the above-entitled applicants, stating that any reply should be filed within thirty days from the date of that notice and that "In the absence of a reply from you concerning the above matters, your application will be subject to dismissal pursuant to the provisions of § 1.381 of the Commission's rules"; that on October 21, 1953, Radio Diablo, Inc., filed an amendment to its application; that on October 21, 1953, KXOB, Inc., filed a letter requesting that the Commission defer action on designating the competing Stockton applications for hearing for a period of two weeks to permit completion and filing of an amendment; that by letter of October 29, 1953, "the Commission advised Radio Diablo, Inc., that it was unable to resolve certain questions and requested further advice from the applicant within ten days thereof"; that on November 9, 1953, Radio Diablo, Inc., filed a response to the Commission's letter of October 29, 1953, providing information and statements concerning the matters raised therein; that on November 4, 1953, KXOB, Inc., filed an amendment to its application, the covering letter stating that "it may be necessary to tender still another amendment to the application in the near future"; that "on November 12, 1953, the Commission addressed another letter to KXOB, Inc., advising of financial deficiencies in the proposal of KXOB, Inc., and directed that 'your reply and any appropriate amendments to your application should be filed in triplicate on or before November 23, 1953'"; and that the application of KXOB, Inc., should be dismissed pursuant to the provisions of § 1.381 of the Commission's rules; and

It further appearing that, on November 23, 1953, KXOB, Inc., filed a letter stating that an amendment "will be submitted in the course of the next day or two"; that the replies filed by KXOB, Inc., on October 21, 1953, and November 23, 1953, were submitted within the times specified by the Commission in its letters of September 21, 1953, and November 12, 1953, respectively, and indicated an intention on the part of KXOB, Inc., to prosecute its application as did its amendment of November 4, 1953; that Radio Diablo, Inc., has not been prejudiced in any respect by the actions of which it complains; and that dismissal of the application of KXOB, Inc., is not warranted on the basis of the above facts;

It further appearing that, by letters of October 21, 1953, and October 23, 1953, respectively, KXOB, Inc., and Radio Diablo, Inc., requested, inter alia, that the order designating the above-entitled applications for hearing include an issue drawn in the light of the provisions of section 307 (b) of the Communications Act of 1934, as amended; and

It further appearing that, inasmuch as both of the above-entitled applications specify operation on the same channel assigned to the same city in the Commission's Table of Assignments, the inclusion of such an issue is not warranted.

It is ordered, That the request of Radio Diablo, Inc., to dismiss the application of KXOB, Inc., as set forth in its letter filed November 24, 1953, is denied.

It is further ordered, That the requests of KXOB, Inc., and Radio Diablo, Inc., in their letters of October 21, 1953, and October 23, 1953, respectively, to include an issue drawn under section 307 (b) of the Communications Act, are denied.

It is further ordered, That pursuant to section 309 (b) of the Communications Act of 1934, as amended, the above-entitled applications are designated for hearing in a consolidated proceeding to commence at 10:00 a. m. on the 24th day of December 1953, in Washington, D. C., upon the following issues:

1. To determine whether KXOB, Inc., is financially qualified to construct, own and operate its proposed television broadcast station.

2. To determine on a comparative basis which of the operations proposed in the above-entitled applications would better serve the public interest, convenience and necessity in the light of the record made with respect to the significant differences between the applications as to:

(a) The background and experience of each of the above-named applicants having a bearing on its ability to own and operate the proposed television station.

(b) The proposals of each of the above-named applicants with respect to the management and operation of the proposed station.

(c) The programming service proposed in each of the above-entitled applications.

It is further ordered, That the issues in the above-entitled proceeding may be enlarged by the Examiner, on his own motion or on petition properly filed by a party to the proceeding and upon sufficient allegations of fact in support thereof, by the addition of the following issue: To determine whether the funds available to Radio Diablo, Inc. will give reasonable assurance that the proposals set forth in its application will be effectuated.

Released: November 30, 1953.

FEDERAL COMMUNICATIONS COMMISSION,
[SEAL] WM. P. MASSING,
Acting Secretary.

[F. R. Doc. 53-10123; Filed, Dec. 2, 1953; 8:55 a. m.]

[Docket Nos. 10767-10770]

TELEPHONE ANSWERING SERVICE ET AL

ORDER DESIGNATING APPLICATIONS FOR CONSOLIDATED HEARING ON STATED ISSUES

In re applications of Mrs. Pearl Forester, d/b as Telephone Answering Service, Dallas, Texas, Docket No. 10767, File No. 180-C2-P-53; Radio Paging, Dallas, Texas, Docket No. 10768, File No. 363-C2-P-53; George A. Smith, Dallas, Texas, Docket No. 10769, File No. 607-C2-P-53; O. B. English, d/b as Radio Communications Company, Fort Worth, Texas, Docket No. 10770, File No. 927-C2-P-53; For construction permits for one-way signaling stations in the Domestic Public Land Mobile Radio Service.

At a session of the Federal Communications Commission, held at its offices in Washington, D. C., on the 25th day of November 1953;

The Commission, having under consideration the above-entitled applications for one-way signaling authorizations in the Domestic Public Land Mobile Radio Service in Dallas and Fort Worth, Texas; and

It appearing that the number of applicants for facilities in this area exceeds the number of frequencies available; and

It further appearing that the above-entitled applications request authorizations in the same or overlapping service areas and that a grant of such applications might result in harmful mutual interference; and

It further appearing that, in accordance with § 6.409 of the Commission's rules, each frequency available for assignment in the Domestic Public Land Mobile Radio Service is normally assigned exclusively to a single applicant in any service area, in order to permit the rendition of service on an interference-free basis; and

It further appearing that the Commission has advised each of the above-entitled applicants by letter dated July 21, 1953, pursuant to the provisions of section 309 (b) of the Communications Act, as amended, as to the reasons why his application cannot be granted without hearing, and no replies have been received thereto;

It is ordered, That, pursuant to the provisions of section 309 (b) of the Communications Act of 1934, as amended, the above-entitled applications are designated for hearing in a consolidated proceeding at the offices of the Commission in Washington, D. C., commencing at 10:00 a. m. on January 4, 1954 upon the following issues:

1. To determine the technical and other qualifications (except legal and financial) of each of the above-entitled applicants to construct and operate the proposed stations.

2. To determine the areas and populations which may be expected to receive service from each of the proposed facilities and the need for such service in the areas proposed to be served.

3. To determine whether any mutual interference would result from operation of the proposed stations, and, if so, whether, in view of the nature of the service proposed, such interference would be undesirable or intolerable.

4. To determine whether, and to what extent, co-channel operations are feasible between the communities involved in this proceeding.

5. To determine the facts with respect to the proposed facilities, personnel, rates, regulations, practices, and services of each applicant for the furnishing of Domestic Public Land Mobile Radio Service.

6. To determine, in the light of the evidence adduced on the foregoing issues which applicants are best qualified to serve the public interest, convenience or necessity.

Released: November 30, 1953.

FEDERAL COMMUNICATIONS COMMISSION,
[SEAL] WM. P. MASSING,
Acting Secretary.

[F. R. Doc. 53-10124; Filed, Dec. 2, 1953; 8:55 a. m.]

[Docket Nos. 10771, 10772]

RADIO PAGING AND JOHN R. SUTHERLAND

ORDER DESIGNATING APPLICATIONS FOR CONSOLIDATED HEARING ON STATED ISSUES

In re applications of Radio Paging, St. Louis, Missouri, Docket No. 10771, File No. 580-C2-P-53; John R. Sutherland, St. Louis, Missouri, Docket No. 10772, File No. 868-C2-P-53; for construction permits for one-way signaling stations in the Domestic Public Land Mobile Radio Service.

At a session of the Federal Communications Commission, held at its offices in Washington, D. C., on the 25th day of November 1953;

The Commission, having under consideration the above-entitled applications for one-way signaling authorizations in the Domestic Public Land Mobile Radio Service in St. Louis, Missouri; and

It appearing, that the number of applicants for facilities in this area exceeds the number of frequencies available; and

It further appearing that the above-entitled applications request authorizations in the same or overlapping service areas and that a grant of such applications might result in harmful mutual interference; and

It further appearing that, in accordance with § 6.409 of the Commission's rules, each frequency available for assignment in the Domestic Public Land Mobile Radio Service is normally assigned exclusively to a single applicant in any service area, in order to permit the rendition of service on an interference-free basis; and

It further appearing that the Commission has advised each of the above-entitled applicants by letter dated September 29, 1953, pursuant to the provisions of section 309 (b) of the Communications Act, as amended, as to the reasons why his application cannot be granted without hearing, and that no replies to such letters have been received;

It is ordered, That, pursuant to the provisions of section 309 (b) of the Communications Act of 1934, as amended, the above-entitled applications are designated for hearing in a consolidated proceeding at the offices of the Commission in Washington, D. C., commencing at 10:00 a. m. on February 1, 1954, upon the following issues:

1. To determine the technical and other qualifications (except legal and financial) of each of the above-entitled applicants to construct and operate the proposed stations.

2. To determine the areas and populations which may be expected to receive service from the proposed facilities and the need for such service in the area proposed to be served.

3. To determine whether any mutual interference would result from operation of the proposed stations, and, if so, whether, in view of the nature of the service proposed, such interference would be undesirable or intolerable.

4. To determine the facts with respect to the proposed facilities, personnel, rates, regulations, practices and services of each applicant for the furnishing of Domestic Public Land Mobile Radio Service.

5. To determine, in the light of the evidence adduced on the foregoing issues, which applicant is better qualified to serve the public interest, convenience or necessity.

Released: November 30, 1953.

FEDERAL COMMUNICATIONS COMMISSION,
[SEAL] WM. P. MASSING,
Acting Secretary.

[F. R. Doc. 53-10125; Filed, Dec. 2, 1953; 8:56 a. m.]

[Docket Nos. 10773-10775]

SEATTLE RADIO TELEPHONE SERVICE ET AL.

ORDER DESIGNATING APPLICATIONS FOR CONSOLIDATED HEARING ON STATED ISSUES

In re applications of Lewis Maxwell Kelley and R. E. Rogers, d/b as Seattle Radio Telephone Service, Seattle, Washington, Docket No. 10773, File No. 351-C2-P-53; Phil Duryee, d/b as Radio Contact, Seattle, Washington, Docket No. 10774, File No. 379-C2-P-53; Radio Dispatch, Inc., d/b as Radiosignal Service, Seattle, Washington, Docket No. 10775, File No. 421-C2-P-53; for construction permits for one-way signaling stations in the Domestic Public Land Mobile Radio Service.

At a session of the Federal Communications Commission, held at its offices in Washington, D. C., on the 25th day of November 1953;

The Commission, having under consideration the above-entitled applications for one-way signaling authorizations in the Domestic Public Land Mobile Radio Service in Seattle, Washington; and

It appearing that the number of applicants for facilities in this area exceeds the number of frequencies available; and

It further appearing that the above-entitled applications request authorizations in the same or overlapping service

areas and that a grant of such applications might result in harmful mutual interference; and

It further appearing that, in accordance with § 6.409 of the Commission's rules, each frequency available for assignment in the Domestic Public Land Mobile Radio Service is normally assigned exclusively to a single applicant in any service area, in order to permit the rendition of service on an interference-free basis; and

It further appearing that the Commission has advised each of the above-entitled applicants by letter dated February 16, 1953, pursuant to the provisions of section 309 (b) of the Communications Act, as amended, as to the reasons why his application cannot be granted without hearing, and has carefully considered all responses thereto and is still of the opinion that a hearing is necessary;

It is ordered, That, pursuant to the provisions of section 309 (b) of the Communications Act of 1934, as amended, the above-entitled applications are designated for hearing in a consolidated proceeding at the offices of the Commission in Washington, D. C., commencing at 10:00 a. m. on January 18, 1954, upon the following issues:

1. To determine the technical and other qualifications (except legal and financial) of each of the above-entitled applicants to construct and operate the proposed stations.

2. To determine the areas and populations which may be expected to receive service from the proposed facilities and the need for such service in the area proposed to be served.

3. To determine whether any mutual interference would result from operation of the proposed stations, and, if so, whether in view of the nature of the service proposed, such interference would be undesirable or intolerable.

4. To determine the facts with respect to the proposed facilities, personnel, rates, regulations, practices and services of each applicant for the furnishing of Domestic Public Land Mobile Radio Service.

5. To determine, in the light of the evidence adduced on the foregoing issues, which applicants are best qualified to serve the public interest, convenience or necessity.

Released: November 30, 1953.

FEDERAL COMMUNICATIONS COMMISSION,
[SEAL] WM. P. MASSING,
Acting Secretary.

[F. R. Doc. 53-10126; Filed, Dec. 2, 1953; 8:56 a. m.]

[Docket No. 10786]

COLUMBIA BROADCASTING SYSTEM, INC.

ORDER TO SHOW CAUSE

1. The Commission has today (November 25, 1953) adopted rules revising the multiple ownership limitations (Docket 8967). As so revised, § 3.35 (a) (2) prohibits the holding of interests in more than seven standard broadcast stations. Since Columbia Broadcasting System, Inc. now owns six such stations and has minority interests in three others, its holdings contravene the cited rule.

2. In this connection, the following excerpt from the Report and Order is in point:

> * * * only a very few parties have holdings in excess of seven. As to these latter few, orders to show cause why they should not divest themselves of so much of their holdings as is necessary to bring about conformity with the subject rule, will be issued. Decision as to whether or not divestment will be required will be made on the basis of the arguments adduced and the factors involved in each case.

3. In view of the foregoing: *It is ordered*, Pursuant to sections 303 (f) and 316 of the Communications Act of 1934, as amended, that Columbia Broadcasting System, Inc. show cause, by written reply submitted by December 31, 1953, why it should not, within a period of 3 years from the release date of this order, make such divestment of its present holdings as to bring them into conformity with the seven station limitation specified by § 3.35 (a) (2).

Adopted: November 25, 1953.

Released: November 27, 1953.

By direction of the Commission.

[SEAL] WM. P. MASSING,
Acting Secretary.

[F. R. Doc. 53-10127; Filed, Dec. 2, 1953; 8:56 a. m.]

[Docket No. 10787]

J. ELROY MCCAW

ORDER TO SHOW CAUSE

In the matter of standard broadcast holdings of J. Elroy McCaw; Docket No. 10787.

1. The Commission has today (November 25, 1953) adopted rules revising the multiple ownership limitations (Docket 8967). As so revised, § 3.35 (a) (2) prohibits the holding of interests in more than seven standard broadcast stations. Since you now have interests in eight such stations, your holdings contravene the cited rule.

2. In this connection, the following excerpt from the Report and Order is in point:

> * * * only a very few parties have holdings in excess of seven. As to these latter few, orders to show cause why they should not divest themselves of so much of their holdings as is necessary to bring about conformity with the subject rule, will be issued. Decision as to whether or not divestment will be required will be made on the basis of the arguments adduced and the factors involved in each case.

3. In view of the foregoing: *It is ordered*, Pursuant to sections 303 (f) and 316 of the Communications Act of 1934, as amended, that you show cause, by written reply submitted by December 31, 1953, why you should not, within a period of 3 years from the release date of this order, make such divestment of your present holdings as to bring them into conformity with the seven station limitation specified by § 3.35 (a) (2).

Adopted: November 25, 1953.

Released: November 27, 1953.

By direction of the Commission.

[SEAL] WM. P. MASSING,
Acting Secretary.

[F. R. Doc. 53-10128; Filed, Dec. 2, 1953; 8:56 a. m.]

SECURITIES AND EXCHANGE COMMISSION

[File No. 1-3237]

ADOLF GOBEL, INC.

ORDER SUMMARILY SUSPENDING TRADING

At a regular session of the Securities and Exchange Commission held at its office in the city of Washington, D. C., on the 27th day of November A. D. 1953.

The Commission by order adopted March 13, 1953, pursuant to section 19 (a) (4) of the Securities Exchange Act of 1934, having summarily suspended trading in the $1.00 par value common stock of Adolf Gobel, Inc., on the American Stock Exchange for a period of ten days from that date, and subsequently having entered additional orders further suspending such trading in order to prevent fraudulent, deceptive or manipulative acts or practices; and

The Commission being of the opinion that the public interest requires the summary suspension of trading in such security on that Exchange and that such action is necessary and appropriate for the protection of investors; and

The Commission being of the opinion that such suspension is necessary in order to prevent fraudulent, deceptive or manipulative acts or practices, with the result that it will be unlawful under section 15 (c) (2) of the Securities Exchange Act of 1934 and the Commission's Rule X-15C2-2 thereunder, for any broker or dealer to make use of the mails or of any means or instrumentality of interstate commerce to effect any transaction in, or to induce or attempt to induce the purchase or sale of, such security otherwise than on a national securities exchange.

It is ordered, Pursuant to section 19 (a) (4) of the Securities Exchange Act of 1934, that trading in said securities on the American Stock Exchange be summarily suspended in order to prevent fraudulent, deceptive or manipulative acts or practices, effective at the opening of the trading session on said Exchange on November 30, 1953, for a period of ten days.

By the Commission.

[SEAL] ORVAL L. DUBOIS,
Secretary.

[F. R. Doc. 53-10100; Filed, Dec. 2, 1953; 8:49 a. m.]

[File No. 70-3150]

CENTRAL AND SOUTH WEST CORP.

NOTICE OF FILING REGARDING ISSUANCE OF NOTES

NOVEMBER 27, 1953.

Notice is hereby given that a declaration has been filed with this Commission by Central and South West Corporation ("Central"), a registered holding company, pursuant to the Public Utility Holding Company Act of 1935 ("act"), and that declarant has designated sections 6 (a) and 7 thereof as applicable to the proposed transactions.

Notice is further given that any interested person may, not later than December 14, 1953 at 5:30 p. m., e. s. t., request the Commission in writing that a hearing be held on such matter, stating the nature of his interest, the reasons for such request and the issues, if any, of fact or law raised by said declaration proposed to be controverted, or may request that he be notified if the Commission should order a hearing thereon. Any such request should be addressed: Secretary, Securities and Exchange Commission, 425 Second Street NW., Washington 25, D. C. At any time after said date, said declaration as filed or as amended, may be permitted to become effective as provided in Rule U-23 of the rules and regulations promulgated under the act, or the Commission may exempt such transactions as provided in Rules U-20 (a) and U-100 thereof.

All interested persons are referred to said declaration which is on file in the office of this Commission for a statement of the transactions therein proposed which are summarized as follows:

Pursuant to two loan agreements, the one between Central and The First National Bank of Chicago, Bankers Trust Company, The Chase National Bank of the City of New York, Harris Trust and Savings Bank, and Equitable Security Trust Company, and the other between Central and John Hancock Mutual Life Insurance Company, Central proposes to borrow up to an aggregate amount not exceeding $12,750,000, of which not exceeding $10,000,000 will be borrowed from said banks from time to time, from December 31, 1953, to December 31, 1954, and of which $2,750,000 will be borrowed from said insurance company on December 31, 1953. Each loan will be evidenced by a promissory note or notes of Central maturing December 31, 1955, and bearing interest from the date thereof until maturity at the rate of 3½ percent per annum, payable semiannually June 30 and December 31 of each year, and after maturity at the rate of 6 percent per annum. Under the loan agreements between Central and said banks and said insurance company, each of the notes (but in the case of notes payable to said banks, only those notes outstanding on December 1, 1955) may be renewed by a new note or notes dated December 31, 1955, maturing December 31, 1957, and bearing interest until maturity at an annual rate equal to ½ of 1 percent above the prime rate then in effect at The First National Bank of Chicago, but not less than 3½ percent or more than 3¾ percent per annum, and after maturity at the rate of 6 percent per annum.

Under the loan agreement with said banks, Central may prepay at any time, or from time to time, any of such notes, in whole or in part, without premium, unless prepayment is made from the proceeds of any bank borrowings (other than from said banks), in which event Central shall pay a premium of ½ of 1 percent of the amount of any prepayment made on or prior to December 31, 1956, and of ¼ of 1 percent of any prepayment made thereafter. Said agreement further provides for the payment of a commitment fee computed from December 31, 1953, to December 31, 1954, at the rate of ½ of 1 percent per annum on the daily average unused amount of the commitment of each said bank, Central having the right to terminate on five days written notice the unused amount of the commitment of said banks. Under the loan agreement with the insurance company, Central may prepay, without premium, at any time, or from time to time, the insurance company note, in whole or in part, except where such prepayment is made directly or indirectly from the proceeds of any loan from any bank or insurance company (other than said insurance company), in which event the company shall pay at the same time a premium equal to ½ of 1 percent of the amount of the prepayment made on or prior to December 31, 1956, and equal to ¼ of 1 percent of the amount of the prepayment if made thereafter. Any such "loan" shall not include the purchase of debentures and other securities of Central payable five years or more from the date thereof, or serially during said period. Both loan agreements provide that if a prepayment is made, 78 percent of such prepayment shall be made under the agreement with said banks, and 22 percent under the agreement with said insurance company.

The entire proceeds of the bank loans will be invested by Central in common stock of one or more of its subsidiaries and will be used by such subsidiaries to finance, in part, their immediate construction programs. The note to the insurance company will be delivered in full payment and discharge of the 3 percent notes of Central now outstanding in the aggregate principal amount of $2,750,000 payable to said insurance company which mature January 1, 1954, to July 1, 1959. The declaration states that it is contemplated that the proposed notes will be paid at or before their maturity, or their extended maturity, through the issuance and sale by Central of such securities as may be appropriate and approved by the Commission. By amendment to the declaration, Central agrees that such securities will meet the requirements of section 7 (c) (1) of the act or that it will demonstrate that such securities are for necessary and urgent corporate purposes and that the requirements of section 7 (c) (1) would impose an unreasonable financial burden upon Central and are not necessary or appropriate in the public interest or for the protection of investors or consumers.

Central requests authority to renew on December 31, 1955, the notes to be issued under the bank loan agreement and the note to be issued under the insurance company agreement by the issuance of the renewal notes described above. The declaration as amended states that should the Commission prefer to withhold action at this time with respect to the renewal notes, Central requests the Commission to retain jurisdiction with respect thereto.

The declaration states that no State or Federal commission, other than this Commission, has jurisdiction over the proposed transactions.

Fees and expenses are estimated at $4,500, including legal fees not to exceed $1,500 to be paid to counsel for the insurance company.

By the Commission.

[SEAL] ORVAL L. DUBOIS, *Secretary.*

[F. R. Doc. 53-10102; Filed, Dec. 2, 1953; 8:50 a. m.]

[File No. 70-3153]

COLUMBIA GAS SYSTEM, INC., AND CUMBERLAND AND ALLEGHENY GAS CO.

NOTICE REGARDING ISSUANCE AND SALE OF INSTALLMENT NOTES BY SUBSIDIARY TO HOLDING COMPANY

NOVEMBER 27, 1953.

Notice is hereby given that The Columbia Gas System, Inc. ("Columbia"), a registered holding company, and its wholly owned subsidiary Cumberland and Allegheny Gas Company ("Cumberland") have filed a joint application with the Commission pursuant to sections 6 (b), 9 and 10 of the Public Utility Holding Company Act of 1935 ("the act"). All interested persons are referred to said application for a more detailed statement of the transactions therein proposed, which are summarized as follows:

Cumberland, a West Virginia corporation, is a gas utility company operating in the States of West Virginia and Maryland. In order to provide additional cash required to complete its 1953 construction program, Cumberland proposes to issue and sell at par from time to time, but not later than March 31, 1954, and Columbia proposes to buy, $1,450,000 principal amount of Cumberland's __ percent Installment Promissory Notes. Said Notes will become due in equal annual installments on February 15 of each of the years 1955 to 1979 inclusive. Interest on the unpaid principal will be payable semi-annually on February 15 and August 15 at the rate of 4 percent per annum or such lower rate, being a multiple of ⅛th of 1 percent, as shall be not less than the cost of money to Columbia in its next sale of Debentures. Any Notes issued prior to the sale of Debentures by Columbia will bear interest at 4 percent per annum, subject to change as set forth above.

Cumberland has applied to the Public Service Commission of West Virginia for approval of the proposed issue of notes and the filing indicates that no other State commission or Federal commission, other than this Commission,

has jurisdiction over the proposed transaction.

The expenses of applicants in connection with the proposed transactions are estimated at $1,895 for Cumberland and $150 for Columbia.

It is requested that the Commission's order be expedited and made effective upon issuance.

Notice is further given that any interested person may, not later than December 14, 1953, at 5:30 p. m., e. s. t., request in writing that a hearing be held on such matter, stating the nature of his interest, the reasons for such request, and the issues of fact or law, if any, raised by said application which he desires to controvert; or he may request that he be notified if the Commission should order a hearing thereon. Any such request should be addressed: Secretary, Securities and Exchange Commission, 425 Second Street NW., Washington 25, D. C. At any time after said date said application, as filed or as amended, may be granted as provided in Rule U-23 of the rules and regulations promulgated under the act, or the Commission may exempt such transactions as provided in Rule U-20 (a) and Rule U-100 thereof.

By the Commission.

[SEAL] ORVAL L. DUBOIS, *Secretary.*

[F. R. Doc. 53-10103; Filed, Dec. 2, 1953; 8:50 a. m.]

[File No. 70-3154]

CENTRAL AND SOUTH WEST CORP. ET AL.

NOTICE OF FILING REGARDING ISSUANCE AND SALE OF COMMON STOCK BY SUBSIDIARIES AND ACQUISITION THEREOF BY PARENT

NOVEMBER 27, 1953.

In the matter of Central and South West Corporation, Central Power and Light Company, Public Service Company of Oklahoma, Southwestern Gas and Electric Company; File No. 70-3154.

Notice is hereby given that Central and South West Corporation ("Central") and its public-utility subsidiaries, Central Power and Light Company ("Power and Light"), Public Service Company of Oklahoma ("Public Service"), and Southwestern Gas and Electric Company ("Southwestern"), all of whose common stocks are owned by Central, have filed a joint application-declaration pursuant to sections 6 (a), 7, 9, 10 and 12 (f) of the Public Utility Holding Company Act of 1935 ("act") and Rule U-43 of the rules and regulations promulgated thereunder with this Commission with respect to proposed transactions which are summarized as follows:

A. Power and Light proposes:

(1) By amendment to its Articles of Incorporation to increase the number of authorized shares of its common stock ($10 par value) from 2,397,300 shares to 2,697,300 shares.

(2) On or about January 4, 1954, to issue, sell and deliver 300,000 shares of its common stock ($10 par value) to Central for the sum of $3,000,000, payable in cash upon delivery of the shares.

B. Public Service proposes:

(1) On or before December 31, 1953, to issue and deliver 300,000 additional shares of its common stock ($10 par value) to Central and to transfer on its books from "Earned Surplus" to "Stated Capital" in respect of its common stock, the sum of $10 for each of said additional shares, or a total of $3,000,000.

(2) On or before December 31, 1953, to issue, sell and deliver 300,000 shares of its common stock ($10 par value) to Central for the sum of $3,000,000, payable in cash upon delivery of the shares.

C. Southwestern proposes:

(1) On or before December 31, 1953, to issue, sell and deliver 100,000 shares of its common stock ($10 par value) to Central for the sum of $1,000,000, payable in cash upon delivery of the shares.

D. Central proposes:

(1) To purchase and pay for in cash, at par, the 300,000 shares of common stock of Power and Light on the terms stated in paragraph A (2).

(2) To acquire the 300,000 shares of common stock of Public Service to be issued as stated in paragraph B (1).

(3) To purchase and pay for in cash, at par, the 300,000 shares of common stock of Public Service on the terms stated in paragraph B (2) above.

(4) To purchase and pay for in cash, at par, the 100,000 shares of common stock of Southwestern on the terms stated in paragraph C (1) above.

The joint application-declaration recites that the proposed issue and sale of the additional common shares by Power and Light, Public Service and Southwestern to Central is necessary to finance, in part, the construction programs of the respective companies. The purchase of the shares by Central will be made out of funds received from the sale of 606,084 shares of its common stock as authorized by this Commission (File No. 70-3004).

The declaration states that no Federal or State commission, other than this Commission and the Corporation Commission of the State of Oklahoma, has jurisdiction over any of the proposed transactions.

Fees and expenses are estimated at $28,000.

Notice is further given that any interested person may, not later than December 14, 1953, at 5:30 p. m., e. s. t., request the Commission in writing that a hearing be held on such matter, stating the reasons for such request, the nature of his interest and the issues of fact or law raised by said filing which he desires to controvert, or may request that he be notified if the Commission should order a hearing thereon. Any such request should be addressed: Secretary, Securities and Exchange Commission, 425 Second Street NW., Washington 25, D. C. At any time after December 14, 1953, such joint application-declaration as filed or as amended, may be granted, or permitted to become effective, as provided in Rule U-23 of the rules and regulations promulgated under the act or the Commission may exempt such transactions as provided in Rules U-20 (a) and U-100 thereof.

By the Commission.

[SEAL] ORVAL L. DUBOIS, *Secretary.*

[F. R. Doc. 53-10101; Filed, Dec. 2, 1953; 8:49 a. m.]

INTERSTATE COMMERCE COMMISSION

[4th Sec. Application 28637]

PAPER FROM YULEE, FLA., TO WESTERN TRUNK LINE TERRITORY

APPLICATION FOR RELIEF

NOVEMBER 27, 1953.

The Commission is in receipt of the above-entitled and numbered application for relief from the long-and-short-haul provision of section 4 (1) of the Interstate Commerce Act.

Filed by: R. E. Boyle, Jr., Agent, for carriers parties to schedule listed below.

Commodities involved: Paper and paper articles, carloads.

From: Yulee, Fla.

To: Points in western trunk-line territory.

Grounds for relief: Rail competition, circuity, market competition, to maintain grouping, and additional origin.

Schedules filed containing proposed rates: C. A. Spaninger, Agent, I. C. C. No. 1378, supp. 1.

Any interested person desiring the Commission to hold a hearing upon such application shall request the Commission in writing so to do within 15 days from the date of this notice. As provided by the general rules of practice of the Commission, Rule 73, persons other than applicants should fairly disclose their interest, and the position they intend to take at the hearing with respect to the application. Otherwise the Commission, in its discretion, may proceed to investigate and determine the matters involved in such application without further or formal hearing. If because of an emergency a grant of temporary relief is found to be necessary before the expiration of the 15-day period, a hearing, upon a request filed within that period, may be held subsequently.

By the Commission.

[SEAL] GEORGE W. LAIRD, *Secretary.*

[F. R. Doc. 53-10069; Filed, Dec. 1, 1953; 8:48 a. m.]

[4th Sec. Application 28638]

CASTOR POMACE FROM CAMERON, TEX., TO SOUTHERN TERRITORY

APPLICATION FOR RELIEF

NOVEMBER 27, 1953.

The Commission is in receipt of the above-entitled and numbered application for relief from the long-and-short-haul provision of section 4 (1) of the Interstate Commerce Act.

Filed by: F. C. Kratzmeir, Agent, for carriers parties to schedule listed below.

Commodities involved: Castor pomace, carloads.

From: Cameron, Tex.

To: Points in southern territory.

Grounds for relief: Competition with rail carriers, circuity, and market competition.

Schedules filed containing proposed rates: F. C. Kratzmeir, Agent, I. C. C. No. 3746, supp. 130.

Any interested person desiring the Commission to hold a hearing upon such application shall request the Commission in writing so to do within 15 days from the date of this notice. As provided by the general rules of practice of the Commission, Rule 73, persons other than applicants should fairly disclose their interest, and the position they intend to take at the hearing with respect to the application. Otherwise the Commission, in its discretion, may proceed to investigate and determine the matters involved in such application without further or formal hearing. If because of an emergency a grant of temporary relief is found to be necessary before the expiration of the 15-day period, a hearing, upon a request filed within that period, may be held subsequently.

By the Commission.

[SEAL] GEORGE W. LAIRD, *Secretary.*

[F. R. Doc. 53-10070; Filed, Dec. 1, 1953; 8:48 a. m.]

[4th Sec. Application 28689]

PETROLEUM PRODUCTS FROM SUPERIOR, WIS., TO MINNESOTA

APPLICATION FOR RELIEF

NOVEMBER 27, 1953.

The Commission is in receipt of the above-entitled and numbered application for relief from the aggregate-of-intermediates provision of section 4 (1) of the Interstate Commerce Act.

Filed by: The Duluth, Missabe and Iron Range Railway Company, the Duluth, Winnipeg & Pacific Railway Company, and Great Northern Railway Company for carriers parties to schedules listed below.

Commodities involved: Refined petroleum products, in tank-car loads.

From: Superior, Wis.

To: Points in Minnesota.

Grounds for relief: Competition with rail carriers and competition with motor carriers.

Schedules filed containing proposed rates: D. M. & I. R. Railway tariff I. C. C. No. A-110, D. W. & P. Railway tariff I. C. C. No. 286, supp. 134, G. N. Railway tariff I. C. C. No. A-8163, supp. 76.

Any interested person desiring the Commission to hold a hearing upon such application shall request the Commission in writing so to do within 15 days from the date of this notice. As provided by the general rules of practice of the Commission, Rule 73, persons other than applicants should fairly disclose their interest, and the position they intend to take at the hearing with respect to the application. Otherwise the Commission, in its discretion, may proceed to investigate and determine the matters involved in such application without further or formal hearing. If because of an emergency a grant of temporary relief is found to be necessary before the expiration of the 15-day period, a hearing, upon a request filed within that period, may be held subsequently.

By the Commission.

[SEAL] GEORGE W. LAIRD, *Secretary.*

[F. R. Doc. 53-10071; Filed, Dec. 1, 1953; 8:48 a. m.]

[4th Sec. Application 28690]

FISH FROM MENOMINEE, MICH., TO POINTS IN MARYLAND, PENNSYLVANIA, VIRGINIA, AND WEST VIRGINIA

APPLICATION FOR RELIEF

NOVEMBER 30, 1953.

The Commission is in receipt of the above-entitled and numbered application for relief from the long-and-short-haul provision of section 4 (1) of the Interstate Commerce Act.

Filed by: H. R. Hinsch, Alternate Agent, for carriers parties to his tariff I. C. C. No. 4542, pursuant to fourth-section order No. 17220.

Commodities involved: Fish, pickled, in barrels, boxes, kits, pails or tubs, carloads.

From: Menominee, Mich.

To: Points in Maryland, Pennsylvania, Virginia, and West Virginia.

Grounds for relief: Competition with rail carriers and circuitous routes.

Any interested person desiring the Commission to hold a hearing upon such application shall request the Commission in writing so to do within 15 days from the date of this notice. As provided by the general rules of practice of the Commission, Rule 73, persons other than applicants should fairly disclose their interest, and the position they intend to take at the hearing with respect to the application. Otherwise the Commission, in its discretion, may proceed to investigate and determine the matters involved in such application without further or formal hearing. If because of an emergency a grant of temporary relief is found to be necessary before the expiration of the 15-day period, a hearing, upon a request filed within that period, may be held subsequently.

By the Commission.

[SEAL] GEORGE W. LAIRD, *Secretary.*

[F. R. Doc. 53-10104; Filed, Dec. 2, 1953; 8:50 a. m.]

[4th Sec. Application 28691]

MAGAZINES OR PERIODICALS FROM BRIDGEPORT, CONN., TO KANSAS CITY, MO.

APPLICATION FOR RELIEF

NOVEMBER 30, 1953.

The Commission is in receipt of the above-entitled and numbered application for relief from the long-and-short-haul provision of section 4 (1) of the Interstate Commerce Act.

Filed by: I. N. Doe, Agent, for carriers parties to schedule listed below.

Commodities involved: Magazines or periodicals, also sections or parts thereof, and newspaper supplements, carloads.

From: Bridgeport, Conn.

To: Kansas City, Mo.

Grounds for relief: Competition with rail carriers, circuitous routes, and competition with motor carriers.

Schedules filed containing proposed rates: I. N. Doe, Agent, I. C. C. No. 604, supp. 35.

Any interested person desiring the Commission to hold a hearing upon such application shall request the Commission in writing so to do within 15 days from the date of this notice. As provided by the general rules of practice of the Commission, Rule 73, persons other than applicants should fairly disclose their interest, and the position they intend to take at the hearing with respect to the application. Otherwise the Commission, in its discretion, may proceed to investigate and determine the matters involved in such application without further or formal hearing. If because of an emergency a grant of temporary relief is found to be necessary before the expiration of the 15-day period, a hearing, upon a request filed within that period, may be held subsequently.

By the Commission.

[SEAL] GEORGE W. LAIRD, *Secretary.*

[F. R. Doc. 53-10105; Filed, Dec. 2, 1953; 8:50 a. m.]